SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

163

To Take Effect Sunday, December 11, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

C. F. DONNATIN,
Superintendent.

VENTURA SUBDIVISION

Time Table No. 163

December 11, 1932

Ojai Branch

Capacity of Sidings in Car Lengths	WESTWARD	Distance from San Francisco	STATIONS	Distance from Ventura Junc.	EASTWARD
17 PWOT		412.3	OJAI 1.2	15.0	
Spur 3		411.1	MATILIJA 2.2	13.8	
8		408.9	TICO 2.1	11.6	
10		406.8	OAKVIEW 1.7	9.5	
Spur 8		405.1	LACROSS 2.2	7.8	
5		402.9	CANET 0.5	5.6	
Spur 3		402.4	WELDONS 1.6	5.1	
		400.8	ORTONVILLE 0.5	3.5	
Spur 19		400.3	WADSTROM 0.9	3.0	
Spur 3		399.4	EBBA 0.4	2.1	
Spur 12		399.0	CHRISMAN 1.7	1.7	
		397.3	VENTURA JCT.	0.0	
			(15.0)		

Service by Extra Trains Only.

VENTURA SUBDIVISION

Time Table No. 163

December 11, 1932

Burbank Branch

Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco	STATIONS	Distance from Burbank	WESTWARD
W 90 E 53 PW		445.5	TO CHATSWORTH 3.6	21.3	
		449.1	CROSSING P. E. RY. 0.1	17.7	
37		449.2	CANOGA PARK 4.2	17.6	
37		453.4	TARZANA 2.0	13.4	
33		455.4	ENCINO 3.0	11.4	
		458.4	CROSSING P. E. RY. 0.0	8.4	
39		458.4	VAN NUYS 1.5	8.4	
38		459.9	KESTER 1.3	6.9	
		461.2	GARNSEY 1.6	5.6	
		462.8	NORTH HOLLYWOOD 1.1	4.0	
Spur 3		463.9	LAPACO 0.7	2.9	
Spur 4		464.6	MACNEIL 2.2	2.2	
45 WY		466.8	BURBANK	0.0	
			(21.3)		

Service by Extra Trains Only.

VENTURA SUBDIVISION

EASTWARD

FIRST CLASS

Time Table No. 163

December 11, 1932

Capacity of Sidings in Car Lengths	354 Motor Leave Daily	72 Daylight Leave Daily	350 Motor Leave Daily	70 Coaster Leave Daily	76 Lark Leave Daily	78 Sunset Limited Leave Daily	Distance from San Francisco	STATIONS
BKPWOT Yard		5.45 PM	2.20 PM	8.25 AM	6.05 AM	5.15 AM	370.7	TO-R STA. BARBARA 1.2
		5.50	2.25	8.30	6.10	5.20	371.9	E. STA. BARBARA 1.5
44		5.52	2.28	8.33	6.12	5.22	373.4	MONTECITO 0.5
							373.9	BILTMORE 0.7
			f	f			374.6	MIRAMAR 1.6
P			f				376.2	SUMMERLAND 1.1
89 P		5.57	2.34	8.40	6.17	5.27	377.3	ORTEGA 3.9
42 PW		**6.02**	s 2.39	s 8.46	6.22	5.32	381.2	TO CARPINTERIA 2.2
44 P		6.05	2.42	8.50	6.26	5.36	383.4	WAVE 1.1
P							384.5	BENHAM 1.2
42 P		6.09	2.46	8.54	6.30	5.40	385.7	PUNTA 2.9
67 P		6.13	2.50	8.58	6.34	5.44	388.6	SEACLIFF 4.3
41 P		6.19	2.56	9.04	6.40	5.50	392.9	DULAH 4.4
P							397.3	VENTURA JCT. 0.9
Yard 131 PW		s 6.31	s 3.09	s 9.15	6.51	f 6.01	398.2	TO VENTURA 2.0
							400.2	LEMON 0.8
Spur 22							401.0	EDFU 2.2
45 PY	9.18 PM	6.38	3.16	f 9.22	6.58	6.08	403.2	MONTALVO 2.4
Spur 12							405.6	EL RIO 2.2
BKOWYP 140 Yard	s 9.30 PM	s 6.46	s 3.25	s 9.30	7.04	f 6.15	407.8	TO OXNARD 2.8
Spur 9							410.6	TODD 1.5
71 P		6.52	3.31	9.36	7.10	6.21	412.1	LEESDALE 1.5
32							413.6	SUCROSA 3.0
84 P		6.58	f 3.38	f **9.45**	7.16	6.27	416.6	TO CAMARILLO 3.2
44 P		7.02	f 3.44	9.49	7.20	6.31	419.8	TO SOMIS 3.1
69 P		7.06	3.48	9.53	7.24	6.35	422.9	LAGOL 4.2
76 PW		7.12	s 3.57	f 9.59	7.30	6.41	427.1	TO MOORPARK 5.1
74 P		7.19	4.05	10.06	7.38	6.51	432.2	STRATHEARN 1.3
16				f			433.5	SIMI 4.0
64 P		7.26	f 4.14	f 10.14	7.46	7.00	437.5	TO SANTA SUSANA 3.5
77 P		7.32	**4.25**	10.21	7.52	7.07	441.0	HASSON 4.5
W 91 E 52 PW		**7.45**	4.35	f 10.30	8.01	7.16	445.5	TO CHATSWORTH 4.4
E 59 W 57 P		7.51	f 4.42	f 10.37	8.07	7.22	449.9	TO NORTH LOS ANGELES 4.2
E 48 W 47 W		7.57	4.49	10.43	8.13	7.28	454.1	RAYMER 0.9
I							455.0	CROSSING P. E. RY. 3.4
E 46 W 47 P		8.03	4.57	10.49	8.19	7.34	458.4	HEWITT 4.3
PI		8.09 PM	5.04 PM	10.55 AM	8.25 AM	7.40 AM	462.7	TO-R BURBANK JCT.
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92.0)
	(0.12) 23.00	(2.24) 38.33	(2.44) 33.65	(2.30) 36.80	(2.20) 39.42	(2.25) 38.06		..............Time over District ....Average Speed per Hour

D.T.

A.B.S.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
70	Somis	Receive	Los Angeles		Daily
76	Montalvo	Discharge	Santa Paula Branch points		Daily

VENTURA SUBDIVISION

	Time Table No. 163 December 11, 1932	Distance from Burbank Jct.	WESTWARD FIRST CLASS					SECOND CLASS
			71	349	77	75	69	351
			Daylight	Motor	Sunset Limited	Lark	Coaster	Motor
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
D.T.	TO-R STA. BARBARA 1.2	92.0	s 11.00AM	s 6.30PM	s 9.45PM	s 11.20PM	s 1.10AM	
	E. STA. BARBARA 1.5	90.8	10.55	6.25	9.40	11.15	1.05	
	MONTECITO 0.5	89.3	10.51	6.20	9.36	11.13	1.02	
	BILTMORE 0.7	88.8						
	MIRAMAR 1.6	88.1		f			f	
	SUMMERLAND 1.1	86.5		f				
	ORTEGA 3.9	85.4	10.45	6.10	9.29	11.08	12.55	
	TO CARPINTERIA 2.2	81.5	10.40	s **6.02**	9.24	11.03	12.50	
	WAVE 1.1	79.3	10.37	5.54	9.20	11.00	12.45	
	BENHAM 1.2	78.2						
	PUNTA 2.9	77.0	10.33	5.50	9.16	10.56	12.40	
	SEACLIFF 4.3	74.1	10.29	5.46	9.12	10.52	12.36	
	DULAH 4.4	69.8	10.23	5.40	9.06	10.46	12.30	
	VENTURA JCT. 0.9	65.4						
	TO VENTURA 2.0	64.5	s 10.12	s 5.29	f 8.55	10.35	s 12.19	
	LEMON 0.8	62.5						
	EDFU 2.2	61.7						
A.B.S.	MONTALVO 2.4	59.5	10.04	5.17	8.47	10.28	f 12.09	s 6.53AM
	EL RIO 2.2	57.1						
	TO OXNARD 2.8	54.9	s 9.58	s 5.11	f 8.41	f 10.22	s 12.02AM	6.45AM
	TODD 1.5	52.1						
	LEESDALE 1.5	50.6	9.51	5.04	8.33	10.16	11.52PM	
	SUCROSA 3.0	49.1						
	TO CAMARILLO 3.2	46.1	**9.45**	f 4.58	8.27	10.10	f 11.46	
	TO SOMIS 3.1	42.9	9.41	f 4.54	8.23	10.06	11.41	
	LAGOL 4.2	39.8	9.37	4.50	8.19		11.37	
	TO MOORPARK 5.1	35.6	9.31	s 4.44	8.13	9.57	f 11.31	
	STRATHEARN 1.3	30.5	9.24	4.37	8.06	9.50	11.24	
	SIMI 4.0	29.2		f				
	TO SANTA SUSANA 3.5	25.2	9.17	f 4.30	7.59	9.43	11.17	
	HASSON 4.5	21.7	9.09	**4.25**	7.54	9.38	11.11	
	TO CHATSWORTH 4.4	17.2	9.00	f 4.15	**7.45**	9.29	11.02	
	TO NORTH LOS ANGELES 4.2	12.8	8.54	f 4.08	7.38	9.23	f 10.55	
	RAYMER 0.9	8.6	8.48	4.01	7.32	9.17	10.48	
	CROSSING P. E. RY. 3.4	7.7		f				
	HEWITT 4.3	4.3	8.42	3.54	7.26	9.11	10.42	
	TO-R BURBANK JCT.	0.0	8.35AM	3.48PM	7.20PM	9.05PM	10.35PM	
	(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District............ Average Speed per Hour........		(2.25) 38.06	(2.42) 34.07	(2.25) 38.06	(2.15) 40.88	(2.35) 35.61	(0.08) 38.50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
69	Carpinteria	Discharge		Los Angeles	Daily
69	Carpinteria	Receive	Salinas or where scheduled stop		Daily

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD FIRST CLASS 352 Motor	Distance from San Francisco		Time Table No. 163 December 11, 1932 Santa Paula Branch	Distance from Saugus	WESTWARD FIRST CLASS 353 Motor
	Leave Daily			**STATIONS**		Arrive Daily
Yard PY 36	6.59AM	403.2	R	MONTALVO 4.4	45.5	s 9.17PM
60 P	s 7.06	407.6	TO	SATICOY 3.4	41.1	s 9.09
13		411.0		LIMCO 0.3	37.7	
35 P	f 7.13	411.3		HAINES 2.0	37.4	f 9.01
Spur 2		413.3		TEPIC 1.4	35.4	
45 PW	s 7.22	414.7	TO	SANTA PAULA 1.2	34.0	s 8.53
Spur 8		415.9		KEVET 5.3	32.8	
Spur 14		421.2		KEITH 0.6	27.5	
22 P	f 7.31	421.8		SESPE 1.1	26.9	f 8.42
Spur 13	f	422.9		BROWNSTONE 1.6	25.8	f
Yard BKP 40	s 7.37	424.5	TO-R	FILLMORE 2.3	24.2	s 8.37
Spur 8		426.8		WILSHIRE 1.4	21.9	
35 P	f 7.43	428.2		CAVIN 1.0	20.5	f 8.31
Spur 8		429.2		CATES 0.7	19.5	
20	f 7.47	429.9		BUCKHORN 1.9	18.8	f 8.27
35 PW	s 7.52	431.8	TO	PIRU 0.7	16.9	s 8.22
Spur 18		432.5		ROCKBANK 1.8	16.2	
21	f 8.00	434.3		CAMULOS 4.1	14.4	f 8.14
36 P	f 8.10	438.4		KEMP 2.6	10.3	f 8.04
	f	441.0		DEL VALLE 3.1	7.7	f
37 P	f 8.20	444.1		CASTAIC 1.1	4.6	f 7.55
19		445.2		OBERG 2.7	3.8	
22		447.9		PARDEE 0.8	0.8	
78 BKOWY Yard	s 8.29AM	448.7	TO-R	SAUGUS	0.0	7.47PM
	Arrive Daily			(45.5)		Leave Daily
	(1.30) 30.33			........Time over District........ .....Average Speed per Hour.....		(1.30) 30.33

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS									Distance from San Francisco		Time Table No. 163 December 11, 1932
	818	816	814	812	52	72	350	70	352	76	26	78	56			
	Freight	Local Freight	Freight	Freight	San Joaquin	Daylight	Motor	Coaster	Motor	Lark	Owl West Coast	Sunset Limited	Tehachapi			
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
W 71 Yard E78BKWOYP	9.15 PM	9.30 AM	9.00 AM	3.20 AM	9.12 PM				8.32 AM		7.25 AM		5.35 AM	450.6	A. B. S.	TO-R SAUGUS 2.4
63 P	9.23	9.38	**9.12**	3.30	9.16				f 8.37		7.29		f 5.40	453.0		TO NEWHALL 0.7
80														453.7		ELAYON 0.7
														454.4		WALTZ JUNC. 2.2
58 P	9.40	**10.00**	9.36	3.48	9.25				f 8.48		7.39		5.51	456.6		TUNNEL 2.6
83 P	**9.55**	10.10	**9.50**	3.58	9.29				f **8.57**		7.43		5.55	459.2		SYLMAR 2.6
Yard 105 WOTP	10.07	10.25	10.01	4.10	f 9.33				s 9.02		f 7.48		s 6.01	461.8		TO SAN FERNANDO 0.7
Spur 15														462.5		JOKO 0.9
85 P	10.12	10.30	10.06	4.15	9.36				f 9.05		7.51		f 6.05	463.4		PACOIMA 2.2
39 P														465.6		WAHOO 2.3
96 P	10.23	10.42	10.17	4.26	**9.42**				f **9.12**		7.57		f 6.12	467.9		ROSCOE 3.7
64 PI	10.32	**11.00**	10.29	4.38	9.48	8.09 PM	5.04 PM	10.55 AM	9.18	8.25 AM	8.04	7.40 AM	6.19	471.6	D. T.	TO-R BURBANK JCT. 0.5
Mid 61 PWY					s 9.49	8.10	f 5.06	f 10.56	s 9.19	8.26	f 8.05	f 7.41	s 6.21	472.1		BURBANK 2.2
														474.3		SEPULVEDA 0.7
														475.0		WEST GLENDALE 2.1
Mid 58 P					s 9.59	s 8.19	s 5.17	s 11.03	s 9.28	s 8.33	s 8.17	s 7.48	s 6.32	477.1		GLENDALE 0.2
I														477.3		CROSSING P. E. RY. 0.6
Spur 22														477.9		INDUSTRIAL 1.4
Spur 30														479.3		TAYLOR 0.4
Yard BKTWOP	11.05 PM	11.30 AM	10.55 AM	5.05 AM					s				f	479.7		R LOS ANGELES YD. 0.9
I					10.09	8.29	5.28	11.14	9.39	8.44	8.29	7.59	6.44	480.6		DAYTON AVE. TOWER 1.3
IY					10.12	8.32	5.31	11.17	9.42	8.47	8.32	8.02	6.47	481.9		RIVER STA. TOWER 0.6
I					10.16	8.36	5.36	11.21	9.46	8.51	8.36	8.06	6.51	482.5		NAUD JCT. 1.2
Yard BKYWP					s 10.25 PM	s 8.45 PM	s 5.45 PM	s 11.30 AM	s 9.55 AM	s 9.00 AM	s 8.45 AM	s 8.15 AM	s 7.00 AM	483.7		TO-R LOS ANGELES
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(33.1)
	(1.50) 15.87	(2.00) 14.55	(1.55) 15.18	(1.45) 16.62	(1.13) 27.20	(0.36) 20.16	(0.41) 17.70	(0.35) 20.74	(1.23) 23.92	(0.35) 20.74	(1.20) 24.82	(0.35) 20.74	(1.25) 23.36			.............Time over District ....Average Speed per Hour

Schedule time and train orders at Burbank Jct., apply at end of double track.

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving, unless proceed signal is received from switch tender or yardmaster.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Saugus	Discharge		Fresno	Daily

WESTWARD

	Time Table No. 163 December 11, 1932	Distance from Los Angeles	FIRST CLASS									THIRD CLASS			
			71	51	349	25	353	77	75	55	69	811	813	815	817
			Daylight	San Joaquin	Motor	Owl West Coast	Motor	Sunset Limited	Lark	Tehachapi	Coaster	Freight	Local Freight	Freight	Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
A. B. S.	TO-R SAUGUS 2.4	33.1		f 9.17AM		f 7.10PM	s 7.44PM			f 10.15PM		2.05AM	10.25AM	1.10PM	8.20PM
	TO NEWHALL 0.7	30.7		**9.12**		7.06	s 7.39			f 10.10		1.55	10.18	12.45	8.10
	ELAYON 0.7	30.0													
	WALTZ JUNC. 2.2	29.3													
	TUNNEL 2.6	27.1		9.03		6.57	f 7.29			10.01		1.37	**10.00**	12.20	7.55
	SYLMAR 2.6	24.5		**8.57**		6.52	7.23			**9.55**		1.27	**9.50**	12.06PM	7.47
	TO SAN FERNANDO 0.7	21.9		f 8.53		6.48	s 7.18			s 9.51		1.14	9.41	11.52AM	7.40
	JOKO 0.9	21.2													
	PACOIMA 2.2	20.3		8.50		6.45	f 7.13			9.48		12.59	9.26	11.35	7.25
	WAHOO 2.3	18.1													
	ROSCOE 3.7	15.8		8.44		6.39	f 7.07			**9.42**		12.47	**9.12**	11.12	7.15
D. T.	TO-R BURBANK JCT. 0.5	12.1	8.35AM	8.38	3.48PM	6.33	**7.00**	7.20PM	9.05PM	9.34	10.35PM	12.35	8.50	**11.00**	**7.00**
	BURBANK 2.2	11.6	8.34	s 8.37	f 3.47	f 6.32	s 6.59	f 7.19	9.04	f 9.33	f 10.34				
	SEPULVEDA 0.7	9.4													
	WEST GLENDALE 2.1	8.7													
	GLENDALE 0.2	6.6	s 8.26	s 8.30	s 3.39	s 6.24	s 6.50	s 7.11	s 8.56	s 9.25	s 10.26				
	CROSSING P. E. RY. 0.6	6.4													
	INDUSTRIAL 1.4	5.8													
	TAYLOR 0.4	4.4													
	R LOS ANGELES YD. 0.9	4.0					s			f		12.10AM	8.25AM	10.00AM	6.25PM
	DAYTON AVE. TOWER 1.3	3.1	8.16	8.21	3.31	6.16	6.41	7.01	8.46	9.16	10.16				
	RIVER STA. TOWER 0.6	1.8	8.13	8.18	3.28	6.13	6.38	6.58	8.43	9.13	10.13				
	NAUD JCT. 1.2	1.2	8.09	8.14	3.24	6.09	6.34	6.54	8.39	9.09	10.09				
	TO-R LOS ANGELES	0.0	8.00AM	8.05AM	3.15PM	6.00PM	6.25PM	6.45PM	8.30PM	9.00PM	10.00PM				
	(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over District........ Average Speed per Hour........		(0.35) 20.74	(1.12) 27.58	(0.33) 22.00	(1.10) 28.37	(1.19) 25.13	(0.35) 20.74	(0.35) 20.74	(1.15) 26.48	(0.35) 20.74	(1.55) 15.18	(2.00) 14.55	(3.10) 9.18	(1.55) 15.18

Schedule time and train orders at Burbank Jct., apply at end of double track.

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	San Fernando	Receive	{Martinez where scheduled stop		Daily
25	San Fernando	Receive	Mojave		Daily

POMONA SUBDIVISION

EASTWARD

WESTWARD

Time Table No. 163

December 11, 1932

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS				Distance from San Francisco		STATIONS	Distance from Colton	FIRST CLASS			
	830 Freight	828 Freight	826 Freight	824 Freight	822 Freight	820 Mixed	4 Golden State Limited	2 Sunset Limited	12 Apache					819 Mixed	3 Golden State Limited	1 Sunset Limited	11 Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKTWOP	9.30PM	6.55PM	3.55PM	1.50AM	12.10AM					479.7	D.T.	R LOS ANGELES YARD	59.3				
												0.9					
I										480.6		DAYTON AVE. TOWER	58.4				
												1.3					
IY										481.9		RIVER STATION TOWER	57.1				
												1.8					
Yard BKYWP						10.00PM	6.20PM	6.15PM	12.15PM	483.7		TO-R LOS ANGELES	58.3	s 6.00AM	s 7.45AM	s 7.50AM	s 9.50PM
												1.2					
I						10.09	6.29	6.24	12.24	482.5		NAUD JCT.	57.1	5.51	7.31	7.41	9.41
												0.5					
										482.4		MISSION JCT.	56.6				
												0.1					
I										482.5		CROSSING A. T. & S. F. RY.	56.5				
												0.1					
										482.6	A. B. S.	CROSSING L. A. & S. L. RY.	56.4				
												2.0					
										484.6		AURANT	54.4				
												3.1					
W 67 P	10.00	7.25	4.25	2.20	12.41	s 10.28	s 6.50	s 6.43	s 12.43	487.7		TO ALHAMBRA	51.3	s 5.25	s 7.05	s 7.15	s 9.18
												1.6					
49	10.03	7.28	4.28	2.23	12.44					489.3		STONEMAN	49.7				
												1.3					
88 P	10.06	7.31	4.31	2.26	12.47	10.33	6.55	6.48	12.48	490.6		SAN GABRIEL	48.4	f 5.16	6.58	7.08	9.13
												2.6					
P										493.2		SAVANNA	45.8	f			
												1.4					
75 P	10.14	7.39	4.39	2.34	12.55	f 10.40	7.01	6.54	12.54	494.6		TO EL MONTE	44.4	f 5.06	6.52	7.02	9.08
												0.4					
										495.0		CROSSING P. E. RY.	44.0				
												2.3					
90 PW	10.19	7.44	4.44	2.39	1.00	f 10.45	7.05	6.58	12.58	497.3		TO BASSETT	41.7	f 5.00	6.48	6.58	9.04
												3.4					
81 P	10.25	7.50	4.50	2.45	1.06	f				500.7		TO PUENTE	38.3	f 4.54	6.43	6.53	
												2.8					
70 P	10.33	7.58	4.58	2.53	1.14	10.56	7.14	7.06	1.07	503.5		MARNE	35.5		6.38	6.48	8.56
												3.3					
56 P	10.42	8.07	5.07	3.02	1.23	f 11.02	7.18	7.10	1.11	506.8		WALNUT	32.2	f 4.44	6.34	6.44	8.52
												3.9					
72 P	10.52	8.18	5.18	3.13	1.34	f 11.10	7.24	7.16	1.17	510.7		SPADRA	28.3	f 4.38	6.29	6.39	8.47
												3.6					
Yard KWTP 243	11.08	**8.42**	5.35	3.30	1.51	s 11.20	7.32	7.23	1.25	514.3		TO POMONA	24.7	s 4.31	f 6.22	6.32	f **8.42**
												0.1					
										514.4		CROSSING P. E. RY.	24.6				
												3.4					
72 P	11.17	8.52	5.46	3.41	2.02	11.27	7.39	7.29	1.31	517.8		NAROD	21.2	f 4.22	6.15	6.25	8.33
												2.4					
Yard 125 P	**11.36**	9.02	5.57	3.52	2.13	s **11.36**	7.45	7.34	1.36	520.2		TO ONTARIO	18.8	f 4.15	f 6.11	6.21	f 8.31
												3.6					
69 PW	11.46	9.10	6.05	**4.07**	2.21	f 11.42	7.50	7.39	1.42	523.8		TO GUASTI	15.2	f **4.07**	6.05	6.15	8.25
												2.3					
Spur 11										526.1		VIENTO	12.9				
												1.4					
80 P	11.53	9.18	6.14	4.14	2.30	f				527.5		ETIWA	11.5	f 4.00	6.00	6.10	
												2.2					
90 PY	11.57PM	9.22	6.19	4.18	2.35	f 11.50	7.58	7.47	1.50	529.7		TO SOUTH FONTANA	9.3	f 3.57	5.57	6.07	8.17
												2.4					
70 P	12.05AM	9.29	6.29	4.26	2.45					532.1		AILSA	6.9				
												2.5					
PI										534.6		CROSSING P. E. RY.	4.4				
												0.1					
75 P	12.14	9.39	6.38	4.35	2.54	f 11.57PM	**8.11**	7.53	1.56	534.7		TO BLOOMINGTON	4.3	f 3.49	5.51	6.01	**8.11**
												4.0					
I										538.7		CROSSING A. T. & S. F. RY.	0.3				
												0.0					
										538.7		CROSSING L. A. & S. L. RY.	0.3				
												0.3					
Yard BKYWOTP	12.30AM	9.55PM	6.55PM	4.50AM	3.10AM	s 12.05AM	s 8.20PM	s **8.03**PM	s 2.05PM	539.0		TO-R COLTON	0.0	3.40AM	5.43AM	5.53AM	**8.03**PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(59.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.00) 19.76	(3.00) 19.76	(3.00) 19.76	(3.00) 19.76	(3.00) 19.76	(2.05) 27.98	(2.00) 29.08	(1.48) 32.38	(1.50) 31.80			........Time over District........ .....Average Speed per Hour.....		(2.20) 24.98	(2.02) 28.67	(1.57) 29.89	(1.47) 32.69

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Any Station	Receive	El Paso		Daily
4	Any Station	Receive	Yuma		Daily
12	Puente	Handle Express			Daily
12	Pomona-Ontario	Receive	Where Scheduled Stop		Daily
12	Pomona-Ontario	Discharge		Los Angeles	Daily
12	Any Station	Receive	Phoenix		Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
3	San Gabriel	Handle Express			Daily
3	Any Station	Discharge		Yuma	Daily
1, 11	Any Station	Discharge		El Paso	Daily

Schedule time and train orders at Alhambra apply at end of double track.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving unless proceed signal is received from switch tender or yardmaster.

No. 3 may arrive Los Angeles passenger station ahead of time.

BEAUMONT SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD								Distance from San Francisco	Time Table No. 163	Distance from Indio	WESTWARD			
	SECOND CLASS				FIRST CLASS					December 11, 1932		FIRST CLASS			
	828 Freight	826 Freight	824 Freight	822 Freight	4 Golden State Limited	2 Sunset Limited	12 Apache	820 Mixed				819 Mixed	3 Golden State Limited	1 Sunset Limited	11 Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKYWOPT	10.15PM	9.30AM	7.00AM	2.40AM	8.25PM	8.10PM	2.12PM	12.10AM	539.0	TO-R COLTON	71.9	s 3.27AM	s 5.38AM	s 5.48AM	s 7.55PM
									539.0	0.0 CROSSING P. E. RY.	71.9				
77 P	10.26	9.41	7.11	2.51	8.31	8.16	2.18	f 12.17	542.6	3.6 LOMA LINDA	68.3	f 3.20	f 5.32	5.42	7.49
70 P	10.35	9.50	7.20	3.00	8.35	8.20	2.22	f 12.21	544.5	1.9 TO BRYN MAWR	66.4	f 3.16	5.29	5.39	7.46
70 P	10.42	9.57	7.27	**3.12**	8.39	8.24	2.26	f 12.26	546.3	1.8 REDLANDS	64.6	f **3.12**	5.26	5.36	7.43
E 86 W 79 P	10.54	10.09	7.39	3.24	8.46	8.32	2.33	f 12.34	549.1	2.8 ORDWAY	61.8	f 3.04	5.20	5.30	7.37
E 72 W 74 PW	11.08	10.23	7.53	3.38	8.57	8.42	2.42	f 12.45	552.7	3.6 TO EL CASCO	58.2	f 2.57	5.14	5.24	7.31
75 P	11.21	10.36	8.06	3.51	9.03	8.48	2.48	12.51	555.4	2.7 HAIG	55.5	2.52	5.09	5.19	7.26
70 P	11.31	10.46	8.16	4.01	9.09	8.53	2.53	f 12.56	557.2	1.8 HINDA	53.7	f 2.48	5.06	5.16	7.23
72 P	11.42PM	10.57	8.28	4.13	9.16	9.00	2.59	1.04	559.7	2.5 NICKLIN	51.2	2.43	5.02	5.12	7.19
Yard WYOPK 166	12.10AM	11.20	8.53	4.35	9.24	f 9.09	s 3.08	s 1.15	562.0	2.3 TO-R BEAUMONT	48.9	s 2.38	f 4.57	5.08	7.14
80 P.	12.22	11.31	9.04	**4.49** **5.00**	9.30	9.15	3.14	1.21	565.5	3.5 PERSHING	45.4	2.28	**4.49**	**5.00**	7.05
118 P	12.31	11.40	9.13	5.09	9.35	f 9.21	s 3.19	s 1.32	568.2	2.7 TO BANNING	42.7	s 2.21	f 4.42	4.53	6.58
70 P	12.42	11.51AM	9.24	5.20	9.40	9.26	3.24	1.37	571.5	3.3 OWL	39.4	2.12	4.32	4.44	6.49
E 69 W 69 PW	1.01	12.10PM	9.43	5.39	9.44	9.30	3.29	f 1.41	574.1	2.6 TO CABAZON	36.8	f 2.04	4.24	4.37	6.41
75 P	1.08	12.17	9.50	5.46		9.34		1.45	576.2	2.1 MONS	34.7	1.57	4.16	4.30	6.34
68 P	1.16	12.25	9.58	5.54	9.51	9.38	3.37	**1.49**	578.6	2.4 FINGAL	32.3	**1.49**	4.08	4.23	6.27
E 68 W 68 PW	**1.36**	12.39	10.12	6.08	9.58	f 9.45	f 3.45	f 1.57	582.6	4.0 TO PALM SPRINGS	28.3	f **1.36**	f 3.59	4.15	f 6.19
70 P	1.46	12.49	10.22	6.18		9.50		f 2.02	585.4	2.8 HUGO	25.5	f 1.27	3.50	4.07	6.11
E 70 W 71 PYW	**2.08**	1.08	10.41	6.37	10.07	9.55	3.54	f **2.08**	588.1	2.7 TO GARNET	22.8	s 1.19	3.42	3.59	6.03
70 P	2.17	1.17	10.50	6.46	10.12	10.00	3.59	2.13	591.6	3.5 SALVIA	19.3	1.09	3.32	3.50	5.54
70 P	2.28	1.28	11.02	6.57	10.17	10.05	4.04	2.18	595.1	3.5 RIMLON	15.8	1.04	3.27	3.45	5.49
69 P	2.46	1.46	11.20	7.15		10.10		f 2.23	599.0	3.9 TO EDOM	11.9	f 12.59	3.22	3.40	5.44
70 P	2.52	1.52	11.26	7.21	10.25	10.14	4.12	f 2.27	601.5	2.5 DRY CAMP	9.4	f 12.54	3.18	3.36	5.40
70 P	**3.12**	2.01	11.35	7.30	10.31	10.20	4.18	f 2.33	606.5	5.0 MYOMA	4.4	f 12.48	**3.12**	3.30	5.34
Yard BKWYOP	**3.23AM**	2.13PM	11.47AM	7.42AM	s 10.37PM	s 10.26PM	s 4.24PM	s 2.40AM	610.9	4.4 TO-R INDIO	0.0	12.40AM	3.05AM	**3.23AM**	5.27PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.08) 14.00	(4.43) 15.24	(4.47) 15.01	(5.02) 14.28	(2.12) 32.68	(2.16) 31.72	(2.12) 32.68	(2.30) 28.76		........Time over District........ .....Average Speed per Hour.....		(2.47) 25.83	(2.33) 28.19	(2.25) 29.75	(2.28) 29.12

A.B.S.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
12	Redlands	Receive	Points where scheduled stop		Daily
2	Any Station	Receive	El Paso		Daily
4	Any Station	Receive	Yuma		Daily
12	Redlands	Discharge		Los Angeles	Daily
12	Any Station	Receive	Phoenix		Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
3	Any Station	Discharge		Yuma	Daily
11	Any Station	Discharge		El Paso	Daily
11	Redlands	Discharge		Phoenix	Daily
11	Banning, Beaumont, Redlands	Receive	Los Angeles		Daily

SALTON SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco	Time Table No. 163 December 11, 1932	Distance from Yuma	WESTWARD							
	SECOND CLASS				FIRST CLASS									FIRST CLASS							
	826	824	822		4	2	12	358	820	362				3	1	363	357	11	819		
	Freight	Freight	Freight		Golden State Limited	Sunset Limited	Apache	Mixed	Mixed	Motor				Golden State Limited	Sunset Limited	Motor	Mixed	Apache	Mixed		
	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard BKYWOP	2.45PM	10.30AM	5.20AM		10.42PM	10.31PM	4.29PM		**3.00AM**		610.9	TO-R INDIO 3.5	121.8	s **3.00AM**	s 3.18AM			s 5.22PM	s 12.32AM		
92 P	2.56	10.42	5.32						s **3.11**		614.4	TO COACHELLA 3.6	118.3	2.53	**3.11**			5.15	s 12.25		
58 P	3.03	10.49	5.39		10.53	10.42	4.40		s 3.26		618.0	TO THERMAL 6.1	114.7	2.48	3.06			5.10	s 12.11		
149 PW	3.14	11.00	5.50		11.00	10.49	4.47		s 3.41		624.1	TO MECCA 4.7	108.6	2.41	2.59			5.03	s 12.01AM		
70 P	3.23	11.09	5.59				**4.57**		f 3.48		628.8	CALEB 4.5	103.9	2.35				**4.57**	f 11.52PM		
70 P	3.31	11.17	6.07		11.11	11.00	5.02		f 3.55		633.3	MORTMAR 4.5	99.4	2.29	2.48			4.52	f 11.46		
109 P	3.39	11.25	6.15						f 4.02		637.8	SALTON 4.3	94.9	2.23					f 11.40		
70 P	3.49	11.35	6.25		11.21	11.10	5.13		f 4.08		642.1	DURMID 4.7	90.6	2.18	2.37			4.42	f 11.34		
110 P	3.59	11.45	6.35		**11.28**				f 4.15		646.8	BERTRAM 4.3	85.9	2.12					f **11.28**		
107 P	4.06	11.52	6.42		11.34	**11.20**	5.24		f 4.21		651.1	POPE 4.5	81.6	2.07	2.27			4.32	f **11.20**		
70 P	4.13	11.59AM	6.49						f 4.27		655.6	FRINK 4.6	77.1						f 11.11		
111 P	**4.22**	12.06PM	6.56		11.44	11.31	5.35		f 4.33		660.1	WISTER 3.4	72.6	1.57	2.17			**4.22**	f 11.05		
71 P	4.28	12.12	7.02						f 4.39		663.5	MUNDO 4.0	69.2						f 10.59		
Yard 159 BKYWOP	4.44	12.28	7.18		s 11.58PM	f 11.47	s 5.50		s 4.46AM		667.5	TO-R NILAND 4.2	65.2	f 1.49	f 2.09			f 4.14	10.53PM		
69 P	4.59	12.43	7.33		12.05AM	11.53	5.57				671.7	FLOWING WELL 2.7	61.0								
119 P	5.11	12.55	7.45		12.11	11.59PM	6.03				674.4	A. B. S. IRIS 4.1	58.3	1.38	1.59			4.04			
70 P	5.21	1.05	7.55		12.16	12.04AM	6.09				678.5	TORTUGA 6.1	54.2								
108 PW	5.41	1.26	8.16		12.24	12.12	6.17				684.6	AMOS 5.5	48.1	f 1.25	1.47			3.53			
72 P	5.51	1.37	8.27		12.31	12.19	6.24				690.1	ACOLITA 5.5	42.6								
110 P	5.59	1.46	8.36		12.38	12.26	6.31				695.6	MESQUITE 2.5	37.1	1.13	1.35			3.41			
84 P	6.03	1.50	8.40		12.42	12.30	6.35				698.1	GLAMIS 4.9	34.6	f 1.10							
108 P	6.10	1.58	8.48		12.48	12.36	6.41				703.0	RUTHVEN 6.4	29.7	1.05	1.27			3.33			
69 P	6.20	2.09	8.59		**12.57**	12.43	6.49				709.4	DRYLYN 2.9	23.3	**12.57**							
69 P	6.26	2.15	9.05		1.03	**12.48**	6.53				712.3	CACTUS 4.3	20.4	**12.48**	1.16			3.23			
106 P	6.42	2.32	9.22		**1.11**	12.54	f 6.59				716.6	OGILBY 6.1	16.1	f 12.40	**1.11**			3.18			
69 P	6.51	2.42	9.32		1.19	**1.01**	7.06				722.7	KNOB 3.4	10.0	12.32	**1.01**			3.11			
P	6.58	2.49	9.39		1.26	1.06	7.11	11.04AM		12.27AM	726.1	ARAZ JUNCTION 0.9	6.6	12.26	12.52	1.30AM	1.20PM	3.06			
IP											727.0	TO ARAZ 4.9 D. T.	5.7								
Spur 30											731.9	COLORADO 0.8	0.8								
Yard BKTYWOP	7.18PM	3.10PM	10.00AM		s 1.40AM	s 1.20AM	s 7.25PM	s 11.20AM		s **12.40AM**	732.7	TO-R YUMA	0.0	12.15AM	**12.40AM**	1.15AM	1.00PM	2.55PM			
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(4.33) 26.76	(4.40) 26.10	(4.40) 26.10		(2.58) 41.05	(2.49) 43.24	(2.56) 41.52	(0.16) 24.75	(1.46) 32.03	(0.13) 30.46		........Time over District........ .....Average Speed per Hour.....		(2.45) 44.29	(2.38) 46.25	(0.15) 26.40	(0.20) 19.80	(2.27) 49.71	(1.39) 34.30		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2, 4, 12	Coachella, Thermal, Mecca	Receive	Yuma		Daily
4	Amos-Ogilby	Parcel Post			Daily
4	Any Station	Receive	Yuma		Daily
2	Any Station	Receive	El Paso		Daily
12	Any Station	Receive	Phoenix		Daily
11	Any Station	Discharge		El Paso	Daily
3	Any Station	Discharge		Yuma	Daily
1, 11	Mecca, Thermal, Coachella	Discharge		Yuma	Daily

Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge.

When signal indicates proceed, trains may proceed through the guantlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Pasadena Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Pasadena
E 67 P W 70	487.7	TO	ALHAMBRA	4.8
			0.8	
	488.5		CROSSING P. E. RY.	4.0
			1.0	
I	489.5		CROSSING P. E. RY.	3.0
			0.4	
	489.9		SO. PASADENA	2.6
			0.7	
23	490.6		GARFIELD AVE.	1.9
			0.6	
15	491.2		RAYMOND HOTEL	1.3
			0.0	
	491.2		CROSSING A. T. & S. F. RY.	1.3
			1.3	
Yard WP	492.5	TO	PASADENA	0.0
			(4.8)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Duarte Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
E 67 P W 70	487.7	TO	ALHAMBRA	14.0
			1.0	
	488.7		CROSSING P. E. RY.	13.0
			0.8	
19	489.5		NORTH ALHAMBRA	12.2
			0.6	
18	490.1		EAST ALHAMBRA	11.6
			1.6	
41	491.7		SAN MARINO	10.0
			1.2	
Spur 3	492.9		SUNNYSLOPE	8.8
			3.6	
20	496.5		ARCADIA	5.2
			0.1	
I	496.6		CROSSING A. T. & S. F. RY.	5.1
			1.6	
52 W	498.2		MONROVIA	3.5
			1.9	
21 TW	500.1		DUARTE	1.6
			1.5	
	501.6		RIVAS	0.1
			0.1	
59	501.7		END OF TRACK	0.0
			(14.0)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Covina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Pomona
96 PW	497.3	TO	BASSETT		17.8
			3.6		
34	500.9		BALDWIN PARK	Staff System	14.2
			0.1		
	501.0		CROSSING P. E. RY.		14.1
			0.4		
28	501.4		CRUSHTON		13.7
			0.3		
	501.7		WITHAM		13.4
			0.6		
33	502.3		IRWINDALE		12.8
			0.7		
Spur 8	503.0		LATEEN		12.1
			1.1		
25	504.1		AZUSA AVENUE		11.0
			1.0		
Yard PW	505.1	TO	COVINA		10.0
			1.6		
9	506.7		SAVOY		8.4
			0.7		
27	507.4		CHARTER OAK		7.7
			1.1		
	508.5		CRSG. P. E. RY. LONE HILL	Staff System	6.6
			1.0		
38	509.5		SAN DIMAS		5.6
			2.4		
57	511.9		LA VERNE		3.2
			1.0		
Spur 14	512.9		HOBBS		2.2
			0.4		
	513.3		GANESHA JCT.		1.8
			0.6		
	513.9		CROSSING P. E. RY.		1.2
			0.6		
	514.5		CROSSING P. E. RY.		0.6
			0.6		
Yard KPTW 245	515.1	TO	POMONA		0.0
			(17.8)		

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Chino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Ontario
Yard KPTW 245	514.3	TO	POMONA	10.8
			1.1	
I	515.4		CROSSING L. A. & S. L. RY.	9.7
			4.6	
Yard W	520.0		CHINO	5.1
			2.4	
	522.4		EUCLID AVENUE	2.7
			4.6	
I	525.0		CROSSING L. A. & S. L. RY.	0.1
			0.1	
125 Yard P	525.1	TO	ONTARIO	0.0
			(10.8)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Riverside Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Riverside
Yard BKWYOPT	539.0	TO	COLTON	7.2
			2.2	
Spur 2	541.2		GRAND TERRACE	5.0
			1.1	
98 P	542.3		HIGHGROVE	3.9
			1.0	
24	543.3		ORANGE CENTER	2.9
			0.7	
I	544.0		CROSSING A. T. & S. F. RY.	2.2
			1.4	
	545.4		RIVERSIDE JCT.	0.8
			0.0	
I	545.4		CROSSING L. A. & S. L. RY.	0.8
			0.8	
Yard P	546.2		RIVERSIDE	0.0
			(7.2)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

San Bernardino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from San Bernardino
Yard BKWYOPT	539.0	TO	COLTON	3.2
			3.0	
I	542.0		CROSSING A. T. & S. F. RY.	0.2
			0.2	
Yard WY	542.2		SAN BERNARDINO	0.0
			(3.2)	

Service by extra trains only

BEAUMONT SUBDIVISION

EASTWARD — Time Table No. 163 — WESTWARD

December 11, 1932

Redlands Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Greenspot
73	544.5	TO	BRYN MAWR	8.7
			0.5	
	545.0		MOTOR JCT.	8.2
			2.8	
Yard W	547.8		REDLANDS, 2D STREET	5.4
			0.1	
	547.9		CROSSING P. E. RY.	5.3
			1.3	
Spur 7	549.2		EASTBERNE	4.0
			0.7	
Spur 2	549.9		WARNER	3.3
			0.6	
	550.5		MENTONE	2.7
			0.9	
Yard	551.4		CRAFTON	1.8
			1.8	
Spur 3	553.2		GREENSPOT	0.0
			(8.7)	

Service by extra trains only

CALEXICO SUBDIVISION

	EASTWARD									WESTWARD			
	THIRD CLASS	FIRST CLASS					Time Table No. 163 December 11, 1932		FIRST CLASS			THIRD CLASS
Capacity of Sidings in Car Lengths	832 S. D. & A. Mixed	362 S. D. & A. Passenger	364 Motor	820 Mixed	Distance from San Francisco		STATIONS	Distance from Calexico	363 S. D. & A. Passenger	365 Motor	819 Mixed	831 S. D. & A. Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
159 Yard BKWYOP			6.00 PM	4.55 AM	667.5	A. B. S.	TO-R NILAND 4.5	41.0		s 4.05 PM	s 10.43 PM	
P			f	f	672.0		ESTELLE 3.7	36.5		f	f	
Yard PY 92			f 6.14	s 5.25	675.7		TO CALIPATRIA 1.2	32.8		f 3.51	s 10.33	
P			f	f	676.9		BERNICE 4.1	31.6		f	f	
30 P			f 6.23	f 5.36	681.0		ROCKWOOD 5.2	27.5		f 3.40	f 10.17	
Yard KWP 130			s 6.36	s 6.08	686.2		TO BRAWLEY 4.1	22.3		s 3.33	s 10.10	
78 P			f 6.42	f 6.16	690.3		GRAPE 5.3	18.2		f 3.23	f 9.47	
Yard P 138			f 6.51	s 6.28	695.6		TO IMPERIAL 3.8	12.9		f 3.15	s 9.38	
Yard BKPY 190	6.00 AM	10.35 PM	s 7.00	s 6.58	699.4		TO-R EL CENTRO 4.6	9.1	s 3.25 AM	s 3.05	s 9.27	s 7.20 PM
Yard 75 P	f 6.15	f 10.43	f **7.10**	s 7.13	704.0		HEBER 4.5	4.5	f 3.16	f 2.55	s 9.10	f **7.10**
Yard BKWYOP	s 6.30 AM	s 10.53 PM	s 7.20 PM	s 7.25 AM	708.5		TO-R CALEXICO	0.0	3.07 AM	2.45 PM	9.00 PM	6.55 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.30) 18.20	(0.18) 30.30	(1.20) 30.75	(2.30) 16.40			........Time over District........ .....Average Speed per Hour.....		(0.18) 30.30	(1.20) 30.75	(1.43) 23.88	(0.25) 21.84

Time of first class trains at Calexico applies at passenger station.
First class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.

CALEXICO SUBDIVISION

EASTWARD		Time Table No. 163 December 11, 1932	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Sandia Branch STATIONS	Distance from Holtville
Yard PY 101	675.7	TO CALIPATRIA 6.1	27.8
73	681.8	TURN 5.0	21.7
24 P	686.8	MUNYON 3.0	16.7
73	689.8	MOSS 1.9	13.7
24	691.7	ORITA 2.5	11.8
24	694.2	CURLEW 3.3	9.3
24 YP	697.5	SANDIA 1.9	6.0
Spur 9	699.4	FULLER 4.1	4.1
	703.5	HOLTVILLE	0.0
		(27.8)	

Service by extra trains only

CALEXICO SUBDIVISION

EASTWARD		Time Table No. 163 December 11, 1932	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Westmorland Branch STATIONS	Distance from Westmorland
Yard PY 101	675.7	TO CALIPATRIA 3.4	12.6
	679.1	VERDANT 1.5	9.2
12	680.6	SHAMROCK 2.5	7.7
22	683.1	FONDO 1.7	5.2
Spur 2	684.8	CASABA 3.5	3.5
64 YP	688.3	WESTMORLAND	0.0
		(12.6)	

Service by extra trains only

SALTON SUBDIVISION

EASTWARD		Time Table No. 163 December 11, 1932	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Laguna Branch STATIONS	Distance from Colorado
	744.4	POTHOLES 0.6	12.2
16	743.8	LAGUNA 4.2	11.6
25	739.6	SELLEW 1.8	7.4
Spur 14	737.8	BARD 5.6	5.6
	732.2	COLORADO	0.0
		(12.2)	

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163

December 11, 1932

San Pedro Branch

	EASTWARD							WESTWARD		
	FIRST CLASS							FIRST CLASS		
Capacity of Sidings in Car Lengths	22	8	20	Distance from San Francisco		STATIONS	Distance from Point Firmin	7	19	21
	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger					Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger
	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
IY				481.9		RIVER STATION TOWER				
						1.8				
Yard BKYWOP	10.00PM	6.05PM	10.30AM	483.7	TO-R	LOS ANGELES	24.3	s 8.30AM	s 6.50PM	s 10.00PM
						1.5				
	10.10PM	6.15PM	10.40AM	485.2		WASHINGTON ST. JCT.	22.8	8.20AM	6.40PM	9.50PM
						0.3				
I				485.5		CROSSING P. E. RY.	22.5			
						0.9				
98				486.4		VERNONDALE	21.6			
						0.9				
I				487.3		CROSSING A. T. & S. F. RY.	20.7			
						0.2				
				487.5		CROSSING P. E. RY.	20.5			
						1.6				
53 YWP				489.1	TO-R	FIRESTONE PARK	18.9			
	Arrive Daily	Arrive Daily	Arrive Daily			D. T.		Leave Daily	Leave Daily	Leave Daily
	(0.10)	(0.10)	(0.10)			Time over District		(0.10)	(0.10)	(0.10)
	9.00	9.00	9.00			Average Speed per Hour		9.00	9.00	9.00

Switch Tenders will be located at Washington Street Junction 3 P. M. to 11 P. M. Westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

Eastward trains en route to Union Pacific must stop before crossing over Westward track near Washington Street Junction, unless signal to proceed is received from Switch Tender.

Westward trains and engines must not pass the clearing point of Union Pacific connection at Washington Street Junction when Switch Tender on duty, unless proceed signal is received from Switch Tender.

Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point of track on which moving unless proceed signal is received from Switch Tender or Yardmaster.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

FIRESTONE PARK SUBDIVISION

Time Table No. 163

December 11, 1932

San Pedro Branch

EASTWARD				WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Point Firmin
53 YWP	489.1	TO-R	FIRESTONE PARK	18.9
			1.2	
30	490.3		TWEEDY	17.7
			1.0	
	491.3		CROSSING P. E. RY.	16.7
			0.5	
25	491.8		LYNWOOD	16.2
			2.3	
61	494.1		COMPTON	13.9
			2.1	
I	496.2		CROSSING P. E. RY.	11.8
			1.5	
	497.7		ELFTMAN	10.3
			0.7	
Spur 2	498.4		DOLORES	9.6
			1.6	
32	500.0		WATSON	8.0
			1.4	
Y	501.4		THENARD	6.6
			0.5	
	501.9		CROSSING P. E. RY.	6.1
			0.2	
	502.1		BLINNVILLE	5.9
			0.8	
32	502.9	TO-R	WILMINGTON	5.1
			1.6	
I	504.5		DRAWBRIDGE	3.5
			1.0	
Yard BOWPK	505.5		SAN PEDRO	2.5
			0.9	
	506.4		CENTER STREET	1.6
			1.6	
	508.0		POINT FIRMIN	0.0
			(24.3)	

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163

December 11, 1932

Long Beach Branch

EASTWARD				WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
Y	501.4		THENARD	2.7
			0.6	
	502.0		CROSSING U. P. RY.	2.1
			0.4	
	502.4		CROSSING P. E. RY.	1.7
			0.2	
	502.6		MEAD	1.5
			0.3	
30	502.9		GASPUR	1.2
			0.6	
	503.5	TO	LONG BEACH	0.6
			0.1	
	503.6		CROSSING P. E. RY.	0.5
			0.5	
	504.1		END OF TRACK	0.0
			(2.7)	

Service by extra trains only

All trains and yard engines moving from Thenard to San Pedro will communicate with yardmaster at San Pedro, from Thenard, and obtain his authority for the movement.

FIRESTONE PARK SUBDIVISION

Time Table No. 163
December 11, 1932

Santa Ana Branch

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Santa Ana	WESTWARD
53	YWP	489.1	TO-R	FIRESTONE PARK	27.9	
				1.0		
19		490.1		ARDMORE	26.9	
				1.8		
	I	491.9		CROSSING L. A. & S. L. RY.	25.1	
				0.2		
24		492.1		SOUTHGATE	24.9	
				1.1		
10		493.2		VINVALE	23.8	
				1.8		
21		495.0	TO	DOWNEY	22.0	
				2.4		
17	P	497.4		STUDEBAKER	19.6	
				1.7		
39		499.1	TO	NORWALK	17.9	
				2.1		
20		501.2		CARMENITA	15.8	
				3.2		
76		504.4	TO	BUENA PARK	12.6	
				1.0		
32		505.4		ALMOND	11.6	
				1.7		
15		507.1		BROOKHURST	9.9	
				1.9		
Yard 24	WY	509.0		WEST ANAHEIM	8.0	
Yard 24	WY	509.0		WEST ANAHEIM	7.2	
				0.8		
Spur 7		509.8		DREYFUS	6.4	
				1.2		
29		511.0		MIRAFLORES	5.2	
				1.1		
		512.1		WEST ANAHEIM JCT.	4.1	
Yard 24	WY	509.0		WEST ANAHEIM	8.0	
				1.2		
39		510.2		ANAHEIM	6.8	
				1.7		
30	P	511.9		TUSTIN JCT.	5.1	
				1.0		
		512.9		WEST ANAHEIM JCT.	4.1	
				1.7		
19		514.6		WEST ORANGE	2.4	
				2.4		
Yard	BKWYOP	517.0	TO-R	SANTA ANA	0.0	
				(27.9)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163
December 11, 1932

Whittier Branch

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Whittier	WESTWARD
17	P	497.4	STUDEBAKER	5.9	
			2.1		
11		499.5	FULTON WELLS	3.8	
			1.1		
15		500.6	LOS NIETOS	2.7	
			0.0		
	I	500.6	CROSSING A. T. & S. F. RY.	2.7	
			0.4		
		501.0	CROSSING P. E. RY.	2.3	
			1.2		
39		502.2	EVERGREEN STREET	1.0	
			0.9		
		503.1	CROSSING P. E. RY.	0.1	
			0.1		
27	TW	503.2	WHITTIER	0.0	
			(5.9)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163
December 11, 1932

Los Alamitos Branch

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Los Alamitos	WESTWARD
Yard	YWP	509.0	WEST ANAHEIM	9.4	
			1.3		
Spur 3		510.3	NEFF	8.1	
			1.0		
		511.3	NUTWOOD	7.1	
			2.3		
33		513.6	STANTON	4.8	
			0.4		
		514.0	CROSSING P. E. RY.	4.4	
			0.1		
	Y	514.1	STANTON JUNCTION	4.3	
			4.3		
Yard	W	518.4	LOS ALAMITOS	0.0	
			(9.4)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163
December 11, 1932

Tustin Branch

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Tustin	WESTWARD
30		511.9	TUSTIN JCT.	10.5	
			0.5		
	I	512.4	CROSSING A. T. & S. F. RY.	10.0	
			0.3		
		512.7	GRATTO	9.7	
			1.8		
21		514.5	MARLBORO	7.9	
			0.2		
		514.7	CROSSING A. T. & S. F. RY.	7.7	
			2.0		
18		516.7	VILLA PARK	5.7	
			1.7		
33		518.4	McPHERSON	4.0	
			1.0		
18		519.4	EL MODENA	3.0	
			3.0		
26	W	522.4	TUSTIN	0.0	
			(10.5)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 163
December 11, 1932

Newport Branch

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS		Distance from Santa Ana	WESTWARD
	Y	514.1		STANTON JUNCTION		26.6	
				3.3			
50	W	517.4		WESTMINSTER		23.3	
				1.5			
15		518.9		SUGAR		21.8	
				0.6			
27		519.5		SMELTZER		21.2	
				1.0			
		520.5		WINTERSBURG		20.2	
				1.4			
9		521.9		WIEBLING		18.8	
				0.5			
31		522.4		LA BOLSA	Staff System	18.3	
				0.4			
29		522.8		WESTFALL		17.9	
				0.5			
		523.3		NEWLAND		17.4	
				1.1			
14	P	524.4		HUNTINGTON BEACH		16.3	
				0.2			
		524.6		CROSSING P. E. RY.		16.1	
				0.8			
		525.4		GAMEWELL		15.3	
				4.3			
Yard	PWY	529.7		NEWPORT BEACH		11.0	
				2.3			
17		532.0		COSTA MESA		8.7	
				1.2			
		533.2		THURIN		7.5	
				2.4			
Spur 9		535.6		PAULARINO		5.1	
				2.7			
63		538.3		DYER		2.4	
				2.2			
		540.5		CROSSING E. LEG WYE		0.2	
				0.1			
		540.6		CROSSING W. LEG WYE		0.1	
				0.1			
Yard	BKWYOP	540.7	TO-R	SANTA ANA		0.0	
				(26.6)			

Service by extra trains only

Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles	Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2708 North Broadway.
Glendale	John R. Leaney
Whittier	Ross R. Day
Santa Ana	R. H. Ewert
Oxnard	Baker & Davis
Santa Barbara	I. F. Bitterly
San Pedro	C. E. Perham
Long Beach	P. T. Myers
Pasadena	J. Herbert Hall Co.
Pomona	C. C. Zilles
Colton	E. W. Cosgrove
Redlands	Guy Lauderbaugh
Beaumont	J. Fred Sprague
Indio	E. G. Shepard
Yuma	Wm. Baird
San Fernando	Eugene Smith
Van Nuys, C. H. Berggren,	6325 Van Nuys Blvd.
Ventura	R. W. Cummings
Brawley	F. T. De Arman
El Centro	R. E. Couch, 621 Main St.
Fillmore	Harvey H. Hoy
San Bernardino	Chas. M. Hanf
Riverside	F. S. Fisher
Calexico	Sieglitz Company

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west.

Saugus	Trains on Santa Paula Branch.
Burbank Jct.	Trains on Coast line via North Los Angeles and trains on Burbank Branch.
Mission Jct.	Trains on River Station Tower line.
Pomona	Trains on Covina Branch.
Ontario	Trains on Chino Branch.
Araz Jct.	Trains on Inter-Cal. line.
Colorado	Trains on Laguna Branch.

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east.

Calipatria	Trains on Sandia and Westmorland Branches.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Redlands Branch.
Colton	Trains on Riverside and San Bernardino Branches.
Pomona	Trains on Chino Branch.
Bassett	Trains on Covina Branch.
Alhambra	Trains on Duarte and Pasadena Branches.
Chatsworth	Trains on Burbank Branch.
Ventura Jct.	Trains on Ojai Branch.
Montalvo	Trains on Santa Paula Branch.
Thenard	Trains on Long Beach Branch.
Firestone Park	Trains on Santa Ana Branch.
Studebaker	Trains on Whittier Branch.
West Anaheim	Trains on Los Alamitos and Miraflores Branches.
Tustin Jct.	Trains on Tustin Branch.
Stanton Jct.	Trains on Los Alamitos Branch.
River Station Tower	Trains on Mission Jct. line.

RULES 17 and 19. Display headlight and marker lights through Tunnels 25 and 26.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULES 72 and 73. Trains and yard engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE 83 (A). Beaumont—Regular trains must register by Form 2642.

Trains originating and terminating must register at:

Oxnard
Los Angeles Yard
Los Angeles

Trains indicated must register at:

Montalvo	Nos. 351, 352, 353, 354
Firestone Park	Westward extra trains

RULE 83 (B). Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows:

Saugus	First class trains
Burbank Jct.	Regular trains
Colton	First class trains
Niland	Nos. 2, 3, 1, 11, 822, 824, 826

SANTA BARBARA

The train-order office is located at the freight house, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 must apply.

Rule 14-k must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains must register at the freight house. First-class trains must register at the passenger station, and may register by ticket at the freight house.

Rule 83 (D) will apply at the freight house.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the freight house.

RULE 83 (D). Trains must obtain clearance before leaving:

Los Angeles Yard or River Station Tower	Trains en route to Firestone Park Subdivision.
Niland	All trains.
Saugus	Trains to and from Santa Paula Branch.

RULE 83 (E). Westward extras must show on register at Firestone Park in "Time engine crew went on duty" column the number and date of running order held. When number thus registered corresponds with number held by restricted trains, registration may be accepted as identification required by Rule 83 E.

RULE 93. Yard limits are defined by yard limit signs at:

Santa Barbara
Ventura
Montalvo (on Santa Paula line only)
Oxnard
Fillmore
Saugus
San Fernando
Los Angeles
Santa Ana
Anaheim
West Anaheim
San Pedro
Pasadena
Pomona
Covina
Chino
Ontario
Colton
Beaumont
Indio
Niland
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Trains must approach west lead to yard on third track eact of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering "A" yard Los Angeles, must sound whistle signal one long, one short, one long for information of switch tender.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

RULE D 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Alhambra and Firestone Park, Araz Jct. and Yuma.

RULE 104. The normal position of switches at junctions must be as follows:

Santa Barbara	East end double track, buffer spring switch, lined normally for westward trains.
Montalvo	For Santa Barbara—Oxnard main track.
Stanton Jct.	West switch of wye for Newport Branch.
Alhambra	Switch in westward siding for Duarte Branch.
Ontario	Chino Branch switch on siding for siding.
Ganesha Jct.	For Pacific Electric Line.
East of La Verne Station	For Pacific Electric Line.
Lone Hill	For Pacific Electric Line.
Newport Beach	For west leg of wye.
Wye Switch Westmorland Line.	For east leg of wye.

RAILROAD CROSSINGS NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

Pacific Electric Railway

First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.
One mile east of Thenard, Long Beach line—STOP.
0.1 mile east of Long Beach—STOP.
Griffith Lumber Spur, Santa Ana—STOP.
Pasadena Branch M. P. 488.5—STOP.
Duarte Branch M. P. 488.7—STOP.
0.1 mile east Baldwin Park—STOP.
0.4 mile east of Stanton—STOP.
Riverside Jct.—STOP.
Colton—Approach and proceed over crossing with caution.
Redlands, 2nd St.—STOP. (This does not supersede rule in Time Table requiring highway traffic be protected by member of train crew.)
North Hollywood—STOP.
Van Nuys—Approach crossing not exceeding 8 miles per hour. If crossing clear proceed.
Canoga Park—Approach crossing not exceeding 8 miles per hour. If crossing clear proceed.
1.1 miles east of Vernondale—Approach crossing not exceeding 6 miles per hour. If crossing clear proceed.
1 mile east Tweedy—Approach crossing not exceeding 6 miles per hour. If crossing clear proceed.
0.4 mile east of Los Nietos—STOP.

Santa Fe Ry., 0.3 mile east of Marlboro—STOP.
Union Pacific Ry., old Chino line, Ontario—STOP, Electrically locked derails.
Union Pacific Ry., M. P. 502 Long Beach Branch—STOP.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Duarte, Pasadena and Covina branches, except when train orders are to be delivered.

RULE 516. Overlaps are located at:

Newhall	Eastward trains.
Stoneman	Eastward trains.
Stoneman	Westward trains.
Savanna	Eastward trains.
Bernice	Westward trains.

RULE 869. Swing brakeman must ride on top near middle of train as follows:

Eastward	Chatsworth to Los Angeles Yard. Tunnel to Los Angeles Yard. Los Angeles to Bassett. Bloomington to Colton. Beaumont to Indio. Knob to Yuma.
Westward	Beaumont to Colton. Pomona to Puente. Alhambra to Los Angeles. Hasson to Camarillo. Elayon to Saugus.

All brakemen must ride on top of their freight trains through yards at Santa Barbara and Indio, and Los Angeles yard between Aurant and Glendale.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

RULE 880. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineers on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

TRAIN AND AIR INSPECTION

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers must be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible must be turned down at that point, balance at first stop. When necessary for eastward trains to stop at Pershing, retainers may be turned up at that point instead of Apex.

FREIGHT TRAINS

Descending grade Beaumont to Edom, Pasadena and Redlands Branches, one retaining valve must be used for each 125 Ms.

Descending grade Beaumont to Colton one retaining valve must be used for each 140 Ms.

San Fernando to Burbank Jct., over 120 Ms but not over 150 Ms per operative brake, 25 per cent of retaining valves must be used. 150 Ms or over per operative brake all retaining valves must be used.

Tunnel to Saugus and Tunnel to San Fernando retaining valves must be used in manner outlined above (San Fernando to Burbank Jct.) if, in opinion of engineer, they are required.

Alhambra to Los Angeles shops 10 retaining valves must be used.

When movement of train can be advanced, retaining valves may be turned up at Pershing instead of Beaumont, and turned down at Redlands.

Retaining valves must be turned up commencing with head car in train and turned down in reverse order.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

RULE 827. Between Yuma and Niland a train handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward freight trains may run Niland to Drylyn, and Acolita to Yuma.

Eastward freight trains must stop at Cabazon, Garnet (or Signal 5896), and Edom, and westward freight trains at El Casco or Ordway, 10 minutes, where trainmen must make careful examination of wheels.

The following are exceptions to this rule when additional stops may be avoided:

(a) Eastward freight trains stopping at Banning for other operating reasons, must inspect train, and may then move to Mons, where a 10-minute inspection must be made, and then run not to exceed 13 miles for following inspections.

(b) Eastward freight trains stopping at Owl for other operating reasons must be given not less than a 10-minute train inspection, and may then run to a point not beyond Palm Springs for second inspection, after which must not exceed a distance of 13 miles for following inspections.

(c) Eastward freight trains stopping at Cabazon for inspection, then making stop for operating reasons between Cabazon and Garnet, may make inspection at such stop and then run not to exceed 13 miles for following inspections.

(d) Eastward freight trains, averaging less than 110 M's per operative brake, must turn down retainers at Garnet, and last inspection must be made at Garnet, unless additional stop can be avoided, and 13-mile inspection rule will permit moving to Salvia or Rimlon for inspection.

(e) Eastward freight trains, averaging 110 M's or more per operative brake, last stop for inspection must be made at Rimlon or Edom, where retainers must be turned down, unless additional stop can be avoided, and 13-mile inspection rule will permit movement to Dry Camp for inspection.

(f) Westward freight trains stopping at El Casco must give not less than 10-minute train inspection, in which event stop at Ordway for inspection will not be made, or train stopping at Hinda or Haig, must give not less than 10 minutes to inspection, and may then move to Redlands for inspection.

(g) Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that brake pipe is not obstructed by a closed angle cock.

(h) Engines running light, descending grades of 1½ per cent and over, must stop for inspection a sufficient length of time for the engineer to satisfy himself that tires and machinery are in satisfactory condition.

When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

Within limits of Los Angeles Yard, running air brake test as prescribed by Rule 16 of Airbrake Rules must be made only when leaving Los Angeles. On making test rear brakeman will use communicating signal 16 (h) when leaving Yuma or Los Angeles and approaching Burbank Junction from Valley and Coast lines.

Standing air-brake test must be made at:

> Beaumont.—By all trains except passenger trains on which brake pipe has not been separated.

Between Colton and Garnet 125 Ms per operative brake must not be exceeded.

At lay over points for passenger equipment, where there are no car inspectors, crews must make air-brake test before starting on initial trip, as follows: train must be fully charged, engineer then apply air brakes; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must signal engineer to release them, by sounding air whistle signal four times from rear car. Trainmen must then again examine each car in train to see that all brakes release, and report condition to engineer.

AUTOMATIC BLOCK SYSTEM

Block signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction	Eastward track
College Street and River Station Tower	Westward track
Mission Junction and Naud Junction	Westward track
River Station Tower and Mission Junction.	

Firestone Park governing movement westward trains from San Pedro and Santa Ana branches to westward main track; on Covina Branch one mile west of Pomona governing eastward trains.

Distant signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening main track switch or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track to meet a train, do not open switches until approaching train has passed the signal intermediate between stations.

Block signals—4500 to 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6118, 6119, 6121 Indio—6748, 6761 Calipatria—6846, 6852, 6869 Brawley—6990, 6991, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch. After movement has been made, derail must be lined up before inside switch is returned to normal position.

Westward trains stopped by Signals 4789, 4791 and 4793, near west end of new track, must not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Eastward trains stopped by Signal 4790, near west end of new track, must not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Dwarf light block signal east leg of wye Colorado normal indication dark. When derail closed signal will indicate stop. When route properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end crossover.

Dwarf light block signal located just west inside switch connection leading to main track El Centro, governing movement eastward trains of S. D. & A. Normal indication dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined be governed by Rule 509.

Switch indicators and dwarf signals located:
Montalvo Wye.
West end house track, Oxnard.
Ruether Graham Feed Co. spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows clear, derail and switch may be lined for movement to main track. Signal is normally dark but when derail is lined signal will indicate stop. When derail and switch are both lined and block is clear signal will indicate proceed.

When switch indicator shows block occupied derail only may be lined, then after waiting two minutes, switch may be lined.

When signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

Where light type diverging route signal is installed on mast of semaphore signal, the light in light type signal is extinguished when the semaphore signal indicates proceed, or proceed with caution. Where the light type diverging route signal is installed on mast of light type signal, the light in diverging route signal is extinguished when light in main route signal indicates proceed or proceed with caution.

In complying with Rule 511 between Burbank Junction and Los Angeles Yard and between Alhambra and Aurant, yard crews desiring to cross over to opposite main track must first open switch on track they occupy and wait three minutes before opening switch on opposite track.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates Stop, careful examination of switch must be made before passing over it.

Train backing out of siding, unless backed clear of block signal, must be governed by Rule 509.

INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound for the information of signal operator.

RAYMER TOWER

Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

BURBANK JUNCTION TOWER

One long for Saugus Line or eastward main track.
One long, four short for Santa Barbara Line.
Five short for siding.
One long, one short, one long for Industrial Drill track.

GLENDALE TOWER

Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

ALHAMBRA TOWER

Switch at end of double track is operated by signal operator. When signals are inoperative trainmen and enginemen must call signal operator and when authorized may proceed in accordance with Rule 663. Rule 605 does not apply at this tower.

EL MONTE TOWER

Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

BLOOMINGTON TOWER

Crossing Pacific Electric Railway at Bloomington. To or from east end siding, five short. For house track or packing house spur, one long, one short and one long.

COLTON TOWER

Crossing of A. T. & S. F. Railway, west end Colton yard. For No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long, for Santa Fe interchange track, five short.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator. When signals are inoperative trainmen and enginemen must call signal operator and when authorized may proceed in accordance with Rule 663.

Crossover switches at Araz will be handled by signal operator. If switches Araz Jct. cannot be properly lined by signal operator for route to be used, trainmen and enginemen will crank switches when instructed by signal operator. Instructions posted in box housing the crank.

Westward trains, for movement to Inter-California, will give one long and four short sounds of whistle.

SAN BERNARDINO-RIVERSIDE BRANCHES

E STREET TOWER

Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long, one short and one long; for house track, three long and one short. For P. E. track one long and four short.

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

RIVERSIDE TOWER

Crossing of A. T. & S. F. Ry., at Riverside Junction.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

SAN PEDRO BRANCH

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

DOMINGUEZ TOWER

Crossing Pacific Electric Railway, 1.5 miles west of Elftman.

SAN PEDRO DRAWBRIDGE TOWER

Governing movement of trains over drawbridge one mile west of San Pedro.

WHITTIER BRANCH

LOS NIETOS TOWER

Crossing A. T. & S. F. Ry. at Los Nietos.

TUSTIN BRANCH

ANAHEIM TOWER

Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

PASADENA BRANCH

MARENGO INTERLOCKING PLANT (REMOTE CONTROL P. E. ONEONTA TOWER)

Crossing of Pacific Electric Railway 0.4 mile west of South Pasadena.

DUARTE BRANCH

ARCADIA TOWER

Crossing A. T. & S. F. Ry., 0.1 mile east of Arcadia.

CHINO BRANCH

POMONA JCT. TOWER

Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track one long and four short.

ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

LOS ANGELES YARD

DAYTON AVENUE TOWER

One long for main track.
One long, one short, one long for freight lead or Midway yard.
Five short for east bank line or "C" yard.

RIVER STATION TOWER

One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

NAUD JUNCTION TOWER

Trains running via Mission Junction, four short.

MISSION TOWER

Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

One long for Southern Pacific main track or for movements east or west on East Bank line.

One long, four short for roundhouse, or from and to East Bank line and Pomona subdivision.

Five short for River Station Tower.
Three long, one short for Brewery Spur.
Four short, one long to Union Pacific Transfer.
One long, one short, one long for outbound roundhouse track.
One long, one short, one long for Pacific Coast Packing Company.
Two short, one long, one short for Pressed Brick Spur.
One short, one long, one short for Barber Asphalt.
Three long, one short for Lacey Mfg. Co.

For any movement to River Station Tower against the current of traffic—one long and one short, followed by five short.

CLEMENT JUNCTION TOWER CROSSING P. E. RY.

To go on Butte St. interchange yard, one long, one short, one long. Through crossover either direction, one short, two long.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking is at "Stop," and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

Two minutes after release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks.

RULES 726 TO 736 INCLUSIVE—STAFF SYSTEM.

COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

NEWPORT BRANCH

Between Huntington Beach and La Bolsa.

MISCELLANEOUS

Stop must be made, and leading engines detached, before taking water on freight trains descending grade at Garnet, Palm Springs, Cabazon, Beaumont, El Casco, San Fernando, Chatsworth, and Moorpark. Short movement with heavy freight train to spot for oil or water is prohibited.

Westward first and second-class trains required to take siding at Ventura to meet eastward trains must enter siding at connection located near Home Signal 3983.

Schedule time and train orders of eastward first and second-class trains at Ventura apply at connection located near Signal 3983.

Freight trains at Ventura, when first or second-class trains meet there, must keep clear of siding between Signal 3983 and west end of siding.

Trains using siding at Oxnard must enter and leave same through connection near west water column at signals 4078, 4077, and schedule time and train orders of westward trains will apply at this connection. Inside switch on Oxnard siding must be left lined for drill track.

Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

Pocket track, Saugus Yard, just west of west siding near oil spout must not be used by trains.

With the exception of those noted below, switches on Alameda Street, are unsafe for operation of road engine on account of excessive curvature.

North Spring St.; Crossover at College St.

Alameda St.
- Crossover just west of Macy Street.
- Crossover just west of Commercial Street.
- Crossover just west of Fourth Street.
- Eastward conn. at Naud Jct.
- Westward conn. at Naud Jct.
- West leg wye conn. 7th and Alameda Coach Yd.
- East leg wye conn. 7th and Alameda Coach Yd.
- Crossover at Washington St. from eastward to westward, leading to Union Pacific connection.
- Union Pacific conn. at Washington St. near Clement Jct.
- Crossover between Fifth and Sixth Streets and between Seventh and Eighth Streets.

Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

Engines with pony trucks must not head in on single tongue girder-rail switches.

West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these connections and track between them, clear.

At Colton, when taking siding, initial switch for eastward first-class trains is just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

Trains taking siding at Palm Springs must keep to the right, westward trains taking first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

When first-class trains meet at Indio, eastward train takes siding through connection just west of station.

Eastward passenger trains to the Calexico Subdivision must leave the main track through westerly connection. Westward passenger trains from the Calexico Subdivision must enter main track through connection just west of water column Niland.

Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats and outfit cars, is not permitted.

Engine with cars must not be cut off or coupled to a train while same is in motion.

Switching movement from spurs on heavy grades must be made in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid it. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars, or such switching moves be made against a derailer.

Use of S. P. class engines in making flying switches is prohibited unless engine is routed over other than diverging track.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)
Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. Spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Alhambra—Mission Road on track leading to Edison Plant.
Yuma—All crossings in old yard.

Cars must not be left standing or spotted on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

When it becomes necessary to cut crossing and a distance of 100 feet on each side of crossing cannot be provided, a human flagman must protect such crossing. Furthermore, cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on such crossing until leading car has passed over the crossing.

Approach crossing over Los Feliz Boulevard and Brand Boulevard, Glendale, carefully to make sure gates are down.

In cutting crossing Sepulveda Boulevard which intersects our main track and Westward siding at Raymer, or cutting crossing at Penrose Ave., Roscoe, also cutting crossing Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line of the above crossings, unless such crossing is protected by a member of train crew or other competent employe acting as flagman.

Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles, Niland and Calexico, in either direction, must consider such movements via the main track, and not via Chino, Covina, Van Nuys or Holtville unless order so states.

When necessary for trackmen to place signals on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such signals must be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

P. F. E. employes icing and working around cars at ice decks Colton, P. F. E. tracks 5, 6 and 7, must be protected as follows: blue disc by day and blue light by night must be displayed on each end of shed above ice deck adjacent to track to be protected, and while so displayed, cars spotted at ice decks must not be coupled to or moved.

Eastward freight trains from Valley having more cars than can be placed between San Fernando Road (Turkey Crossing) and home interlocking signal, Burbank Junction, finding automatic home signal 4706 at stop, must stop west of San Fernando Road Crossing, call signal operator on telephone located on line pole opposite above home signal, and be governed by his instructions.

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch M. P. 676.05.

WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch M. P. 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over two bridges between Newport Beach and Huntington Beach.

Southern Pacific trains must stop before fouling the Pacific Electric track. Flagman must protect to rear on both Pacific Electric and Southern Pacific tracks.

Brakeman must immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for brakeman to proceed ahead and front is protected as provided above, the switch will be opened and train may proceed over the joint track.

It must be understood that the switches must not be opened for the Pacific Electric track until the movement is protected.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES BETWEEN M. P. 633.7 AND 634.5 AND BETWEEN M. P. 640.6 AND 641.0.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

MAXIMUM ALLOWABLE SPEED OF F AND SP CLASS ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track—45 miles per hour.

(b) Class F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.

(c) Class F3-F4-F5 (Nos. 3653 upward), and SP class restricted to 25 miles per hour on curves of 7 to 10 degrees, Inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED MT. 1, 2, 3, 4, 5 CLASS ENGINES ON CURVES OF 7 TO 10 DEGREES 28 MILES PER HOUR.

MAXIMUM ALLOWABLE SPEED AS FOLLOWS: Passenger service, MK 5, 6, 7, 8, 9, 50 miles per hour; AC 4, 5, 6, C, MK 2, 4, 45 miles per hour; AC 1, 2, 3, 35 miles per hour; Light engines running forward 35 miles per hour, except AC 1, 2, 3, 4, 5, 6, Mc 2, 4, 5, MK 2, 4, MM 2, TW, 30 miles per hour; yard engines without engine trucks, 20 miles per hour; engines backing, coupled in trains or light, 20 miles per hour; trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana branch, 15 miles per hour.

Page	BETWEEN	Psgr. m. p. h.	Frt. m. p. h.	Lgt. Eng. m. p. h.
2, 3	Over switch end double track East Santa Barbara, eastward trains	15	15	15
	Same, westward trains	30	20	20
2, 3	Between East switch Wave and distant signal west of Sea Cliff	45	30	30
2, 3	M. P. 390.84 and 391.23	40	30	30
2, 3	M. P. 396.67 and 396.87	40	30	30
2	Ojai Line (except as below)	20	20	20
2	M. P. 407 and 408	10	10	10
2	Chatsworth and Burbank via Van Nuys	25	20	20
3	Montalvo and Saugus (except as below)	40	25	25
3	M. P. 414.06 and 414.20	30	18	18
3	M. P. 431.62 and 438.10	25	18	18
3	M. P. 439.05 and 439.41	25	18	18
3	M. P. 440.93 and 441.35 (reverse curves Del Valle)	25	18	18
3	M. P. 441.35 and 441.96	25	18	18
3	Engines backing, four above locations	12	12	12
3	M. P. 444.20 and 444.84	30	18	18
2, 3	Between East switch Corral track and switches west end Oxnard	30	20	20
2, 3	West End Tunnel 26 and M. P. 444.39	30	25	25
4, 5	Between M. P. 451 and 455, east of Saugus except:	..	25	25
4, 5	M. P. 451.54 and 451.74	40	25	25
4, 5	M. P. 453.35 and 453.53	40	25	25
4, 5	West end Tunnel 25 and M. P. 458.14	30	20	20
4, 5	M. P. 458.14 and M. P. 462, except	..	25	25
4, 5	M. P. 458.80 and M. P. 458.94	40	25	25
4, 5	Through crossovers Burbank Jct. Tower	30	20	20
4, 5	Between Glendale Tower and Dayton Ave. Tower	40	..	..
4, 5	Between Dayton Ave. Tower and River Station Tower	25	15	15
4, 5	Through turnouts each end New Main tracks Los Angeles yard	30	20	20
4, 5	On third track between Glendale Tower and west lead New Yard	..	15	15
6	Over switch end of double track Alhambra eastward trains	30	20	20
6	East bank line between Dayton Ave. Tower and Mission Tower	20	20	20
6	M. P. 537 and Colton	30	20	20
6, 7	Between Outside switches Colton	15	15	15
7	M. P. 540 and 546.3 (descending grade)	..	25	35
	M. P. 546.3 and 567 (descending grade)	40	20	35
	M. P. 567 and 588 (descending grade)	40	20	35
	M. P. 588 and 599 (descending grade)	..	30	35
	M. P. 599 and 610.9	60	40	40
7, 8	Between Outside switches, Indio	25	..	..
8	Knob and Indio (Except on curves between M. P. 633.7 and 634.5, M. P. 640.6 and 641.0)	60 50	40 35	40 35
8	Between M. P. 684 and 722	..	35	35
8	Araz Jct., through crossover switches, junction switch, and end of double track	30	20	20
8	West Switch, Colorado and Yuma	15	15	15
9	Pasadena Branch	15	15	15
9	Duarte Branch	30	20	20
9	Over bridge 496E just east of Arcadia	10	10	10
9	Covina Branch (except C Class engines)	40	25	25
9	Covina Branch, C Class engines	20	20	20
9	Chino Branch	20	20	20
9	Bryn Mawr and Crafton	25	20	20
9	Between San Bernardino and Riverside	35	20	20
10	Niland-Station and wye switch on Calexico line	20	20	20
11	Laguna Branch	20	20	20
10	Westmorland Branch	25	25	25
10	Over Alamo Bridge between Calipatria and Rockwood	30	20	20
10	Calipatria and Sandia	25	25	25
10	Sandia and Holtville	20	20	20
10	Calexico between west outside switch and International Boundary Line	25	..	..
11	Clement Jct. and Firestone Park	30	20	20
11	Over crossing Nadeau interlocking plant	10	10	10
11	Between Firestone Park and San Pedro (except as below)	40	30	30
11	Thenard and Fifth Street San Pedro	15	15	15
11	Long Beach Branch	40	25	25
11	Between Crossover Switches at end of double track and opposite station building, Firestone Park	15	15	15
12	Santa Ana and Firestone Park (except as below)	40	30	30
12	West Anaheim and 1 mile east of Anaheim	15	15	15
12	West Anaheim and West Anaheim Jct. via Miraflores	15	15	15
12	Santa Ana and Newport, Huntington Beach and Stanton Jct.	30	25	25
12	Whittier Branch	20	15	15
12	Newport and Huntington Beach	15	15	15
12	Between Los Alamitos and West Anaheim	20	15	15
12	Tustin Branch	20	20	20
12	Long Beach Branch between P. E. Crossing and Anaheim Road	10	10	10

SPEED OF TRAIN REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	BETWEEN	Psgr. m. p. h.	Frt. m. p. h.	Lgt. Eng. m. p. h.
2, 3	Santa Barbara	30	20	20
2, 3	M. P. 372 and 1410 feet East	30	20	20
2, 3	Ventura	10	10	10
3	Santa Paula	15	15	15
4, 5	San Fernando, over street crossings east and west of station	25	25	25
4, 5, 6	Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St.	10	10	10
6	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard	15	15	15
6	El Monte	20	20	20
6	Pomona, 2640 feet each side of station	30	30	30
6	Ontario, 2640 feet each side of station	25	25	25
6, 7	Colton	15	15	15
9	Pasadena, Hope Street crossing	10	10	10
9	Pasadena, California Street crossing	10	10	10
9	La Verne, 7958 feet west and 3336 feet east of station	40	25	25
9	Covina Branch Pomona Jct. switch and 1161 feet west	15	15	15
9	Redlands, 2nd St., all street crossings	10	10	10
9	San Bernardino, across Second, Rialto and Mill Streets	20	20	20
10	El Centro, Main Street crossing	20	20	20
10	Calipatria, Main Street	12	12	12
11	Los Angeles; 25th St and River Station Tower	10	10	10
11	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet	20	20	20
11	Compton over Orange and Olive Sts.	20	20	20
11	Compton over Main Street	8	8	8
12	Santa Ana, 3208 feet west and 2132 feet east Station	12	12	12

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than M4 class must not be used on following Branches: Ojai, Whittier, Miraflores, Newport, Los Alamitos, Tustin, Laguna, except C class may use Ojai Branch between Ventura Junction and Ortonville.

A and P class engines over 75,000 lbs. on drivers, T class over 100,000 lbs. on drivers, M class over 135,000 lbs. on drivers, TW class or C class over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restrictedf rom operating over bridges 401-L and 405-B on Ojai Branch.

Engines heavier than C class must not be used on Hobson Spur, Ventura Jct.; Wye, No. 4 track, Oxnard; Rice Spur; Sucrosa beet track; Simi house track; High Line San Pedro; back team tracks west of Main St., winery spur, Pomona; Orange Products spur south side building, Ontario; winery spur beyond frog, Guasti; quarry tracks, Declezville; west end oil unloading track, Beaumont; siding Rockwood; icing tracks or leads, Brawley, El Centro, Calexico; industry tracks between Niland and Calexico; wye Calexico and old wye, El Centro.

Tracks 1, 2 and 3, Roscoe gravel pit, must not be used.

AC class engines must not use Bunnel or Day tracks Saugus or Wye Colton, except may use Bunnel track Saugus on west end to point not to exceed two engine-lengths east of crossover.

Engines must not use Reuther-Graham spur east of Walnut beyond 1300 feet from main track switch.

F class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

F class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

F class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Limoneria spur (Santa Paula branch).

Do not exceed 6 miles per hour on curves leading to Rhem Co. and Philadelphia Quartz Co. spurs, Southgage.

Engines heavier than M4 class must not exceed 6 miles per hour on sidings Duarte branch.

Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Scale, Caboose and No. 14 tracks, Colton.

C class engines must not exceed 10 miles per hour between Redlands, Second Street, and Crafton.

Trains or engines must approach Ninth Street crossing Colton not exceeding 10 miles per hour prepared to stop before fouling crossing. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when crossing is seen to be clear. Cars must not be kicked over this crossing.

On branches where permissible speed is over 15 miles per hour, trains handling large loaded oil cars must not exceed 15 miles per hour.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

Do not exceed 8 miles per hour entering or leaving sidings.

Passenger trains must not exceed 45 miles per hour over railroad crossings Raymer and Bloomington.

Dead or disabled engines must not be moved to exceed following speed:

All rods on, or main or side rods removed, 30 miles per hour.

Main and side rods removed, 20 miles per hour.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Between	Height	Description
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 6 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	20 ft. 6¾ in.	Tunnel No. 28.
423.0	Sespe and Brownstone	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant	21 ft. 9 in.	L. A. River.
547.3	Motor Jct.-Redlands 2d St.	19 ft. 6 in.	Mill Creek.

Los Angeles Yard:	Impaired:
Califelt Co., eaves, Aurant	Side
Western Concrete Co., wall, Aurant	Side
Herberger Pickle Co., wall, Aurant	Side
Ventura Spur (Texaco Spur), Aurant	Side
E. Loyd Sash & Door Building, 373 E. 2nd St.	Side
Davies Spur, fire escape, Vernon Edler Building	Side and Overhead
Armour Co. Spur, platform, 115 Central Ave.	Side
Tacoma Brew Co. Bldg., 112 Central Ave.	Side
F. Arbogast Bldg., Commercial and Market	Side
L. A. Warehouse, gate, Commercial and Market	Side
J. F. Holbrook, gate, 310 Market St.	Side
Roberts, Otter & Nelson Bldg., 316 Market St.	Side
J. F. Holbrook, gate, Market and Jackson	Side
Calif. Stock Co., platform, 1503 S. Alameda	Side
Stell Badt-Falk & Co., steps, 1423 S. Alameda	Side
Pacific Pipe Supply Co., platform, 1002 Santa Fe	Side
Sanitary Mfg. Co., platform, 923 Santa Fe	Side
Citizens Warehouse, platform, 1904 Wilson St.	Side
Ore Grande Co., platform, 743 Wilson St.	Side
International Harvester Co. Bldg., 734 Atlantic St.	Side
Old Market Platform, 6th Street	Side
Bekins Storage Co., building, 4th and Alameda	Overhead
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave.	Overhead
Paraffine Paper Co., spur, wall, Main and Augusta Sts.	Overhead
Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts.	Side
Peck & Hill spur, shed roof and platform, N. Spring and Alpine	Side
Freight House, platform, N. Spring	Side
Capitol Mill Co. Spur, gate, bldg. entrance, N. Spring and B. & B. Yd.	Overhead
"B" Freight Shed, platform, N. Spring	Side
"C" Freight Shed, platform, N. Spring	Side
L. A. Junk Co. Spur, gate, Roundout St.	Side
L. A. Pressed Brick Spur, unloading dock, Alhambra Ave.	Side
Derail Sign, Mission Jct.	Side
Derail Sign, Mission Tower	Side
Oil House Platform, L. A. Shops	Side
Sand Blast Shed (door), L. A. Shops	Overhead
L. A. Brewery building, L. A. Shops, 1920 N. Main	Side
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5, 6, 7, and 15) River Station	Overhead and Side
Building (River Station), Standard Oil track	Side
Scale House (River Station), Lower Track 15	Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring	Side
Building (Paper Mill), 55th Alameda	Side
Platform (Greer-Robbins), 48th Alameda	Side
Stock Chute (E. F. Snowden), Butte St. Yard	Side
Fence (along track 16 L. A. Passenger), 4th and 6th Alameda	Side
P. F. E., platform, New Class Yard	Side
Kay-Brunner Steel Co. Bldg., Taylor Milling Co. Spur	Side
Pacific Rock Products Platform, Taylor Milling Co. Spur	Side
Los Angeles River Bridge, West end Midway Yard	Side
Capital Milling Co. Bldg., River Station Tower	Side and Overhead
House track 8 just east College St.	Side
L. A. Junk Co., River Station Tower	Side and Overhead
Paraffine Paint Co., warehouse, Naud Jct.	Side and Overhead
L. A. River Bridge, Mission Jct.	Side
Llewellyn Iron Works' House Spur	Side
Lacey Mfg. Co., Gate frame	Side
Lacey Mfg. Co., Crane on their spur Inside Yard	Overhead
L. A. Farming & Milling Co., Commercial and Alameda	Side and Overhead
L. A. Warehouse, Commercial and Alameda	Side and Overhead
J. A. Roebling, Market and Alameda	Side
Adrien Loeb, Market and Alameda	Side
Panama Warehouse, Market and Alameda	Side
Union Hdw. & Metal Co., First and Alameda	Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles	Side
Bohnhoff Spur, Fourteenth and Alameda Sts.	Side
Southern California Hardwood Co., 15th and Alameda	Side
Cooper Lumber Co. Spur, 14th, 15th and Alameda	Side
Oil Well Supply Co., Alameda at Naud Jct.	Side
L. A. Brewing Co., Alhambra Ave.	Side
Griffin Car Wheel Co., Vernon	Side

Santa Barbara:	
Palmer Gavit private car shed	Overhead
P. F. E. icing platform	Side
Fleischmann private car shed	Overhead

Ventura—Fence and gate posts Coast Wholesale Co.	Side
Summerland—Loading racks Seaside Oil Co.	Side
Santa Paula—Two Western Union poles	Side
Santa Paula—Corner of packing house	Side
Santa Paula—Pump house, siding	Side
Saugus—Aqueduct platform	Side
Elayon—Standard Oil Co. filling racks	Side

San Fernando:	
Platform Big Pine Fertz. Co.	Side
Storeroom Shell Oil Co. Spur	Side
San Fernando Lumber Co. cement warehouse platform	Side

Pacoima—Telephone pole alongside Bona Fide Broom spur	Side
Roscoe—Consolidated Rock Co. bunkers	Both Sides
Roscoe—Consolidated Rock Co. sand piles and switch stands	Side
Wahoo—Consolidated Rock Co. piles of rock	Side
Wahoo—Consolidated Rock Co. rock crusher	Side and Overhead
Burbank—Andrew Jurgen Soap Factory platforms	Side
Burbank—Libby, McNeill & Libby platform	Side
Burbank—Moreland Truck Co. spur, platforms and eaves	Side
West Glendale—Inner Tube Factory and S. P. freight platforms	Side
Glendale—L. A. Basket Co. Bldg.	Side
Glendale—Tropico Potteries Bldg. and retaining wall	Side
Encino, Canoga Park, Kester and Lapaco stock chutes	Side
Van Nuys—Gate at Hammond Lumber Company spur	Side
Oxnard—American Beet Sugar Co.:	
Track 15 beet dump	Side
Track 7, power house and scale house	Side

Alhambra:	
Braun Iron Works	Overhead
Braun Co. inside fence	Side
Huntington Land Co. spur, fence alongside track	Side
High line west of station, guy wire on P. E. trolley pole	Side

Pasadena:	
Ice house track, Fords Blueing Co. building	Side
Freight house platform	Side

Monrovia:	
West of station, 2 telephone poles	Side
East of Canon Street, one telephone pole	Side
Day and Night Water Heater Co. spur, platform	Side

East of Monrovia—Packing house platform	Side
Duarte—Depot platform	Side
Duarte—Storeroom building, Rivas rock quarry	Side
San Marino—One telephone pole	Side
El Monte—Ross Construction Co. spur, platform and material piles	Side
San Gabriel—Winery spur, building, also stock chute	Side
Puente—Switch stands on derails	Side
Covina—Stock corral	Side
Covina—Old Association House, building	Side
Lateen—Packing house	Side
Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks	Side
Azusa Ave.—Golden Orange Growers Packing House platform	Side

Pomona:	
Stine Transfer Company	Side
Sunkist Orange Packers	Side
Nutter Building Supplies	Side
Hal Williams Warehouse	Side
Pomona Fruit Growers Association	Side

Ontario:	
West Ontario Orange Packers, south	Side
West Ontario Orange Packers, north	Side
Campbell Construction Co.	Side
Hickey Warehouse Co.	Side
Standard Oil Company	Side
Exchange Orange Products Co., both tracks	Side and Overhead
Haslett Warehouse Co.	Side
Haslett Warehouse Co., east end yard	Side

Chino:	
Water tank	Side
Sugar tracks No. 4 and No. 5	Side
Stock corral	Side
Libby's Products	Side

South Fontana—Hog Farm No. 1 and No. 2	Side
Bloomington—Station platform	Side

Colton:	
All loading tracks Cement Plant	Side
Orange Packing House north of freight house	Side
P. F. E. Track No. 6 and No. 7	Side
Roundhouse	Side
Colton sand spur	Overhead

San Bernardino:	
Southern Pacific Grain Co.	Side
I. S. Chapman & Co.	Side
P. E. Poles, Colton to San Bernardino	Side

Highgrove:	
Stock corral	Side
Orange packing house	Side
Station platform	Side

Riverside:	
Wilson & Company	Side
Riverside Foundry	Side
Union Oil Company	Side
M. J. Johnson & Co., wholesale grocers	Side
Sperry Flour Co.	Side
Albers Packing House	Side

Loma Linda:	
College Press	Side
Station platform	Side

Beaumont:	
Stock corrals	Side

Redlands, 2nd St.:	
Auto loading platform	Side
Lyons & Sons Packing House	Side

Crafton:	
Mutual Orange Distributors	Side
Krumn Manufacturing Company	Side

Cabazon—Station platform	Side
Banning—Canning Co. spur	Side
Mecca—Water track	Side

Brawley:	
Union Oil Company spur	Side
Shell Oil Company spur	Side
Shed 28	Side
Hammond Lumber Company spur	Side
Loading chute corral	Side
Katkaru Company shed	Side
El Centro—Imperial Valley Hardware Co. shed	Side
Calexico:	
Yormans-Hunter shed	Side
Earl Fruit Co. shed	Side
Mt. Signal Produce Shed Track 4	Side
Standard Oil Co. platform	Side
Shamrock—Ryan Fruit Co. Shed 3	Side
Verdant—I. D. Aten Shed 1	Side
Westmorland:	
Pepper Fruit Co. Shed No. 4, drill track	Side
Weaver Company Shed No. 5, drill track	Side
American Fruit Co. Shed No. 6, drill track	Side
Jack Brothers Shed No. 7, drill track	Side
American Fruit Co. Shed No. 9, drill track	Side
P. Kahn Shed No. 10, drill track	Side
Compton—Shed in Union Rock Co. plant (Do not switch cars beyond this point)	Side and Overhead
Thenard—Platform Republic Supply Co.	Side
Thenard—Advance Truck Co. Spur (Do not use beyond gate)	Side and Overhead
San Pedro:	
Drawbridge	Side and Overhead
S. P. Slip platform	Side
S. P. High wharf 10th Street	Side
E. K. Wood Lumber Co., fire house	Side
E. K. Wood Lumber Co., drinking fountain	Side
Consolidated Lumber Co., platforms tracks 6 and 7	Side
Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts.	Overhead
Long Beach—Telephone wires at Long Beach Freight House	Overhead
San Pedro Branch—1000 ft. west of M. P. 495, telephone wires	Overhead
Vinvale—Bridge 492-D (steel structure)	Side
Slauson Ave.—Cal. Vegetable Co. platform	Side
Whittier:	
Citrus Association Packing House	Side
U. P. Ry. trestle west end Citrus Assn. house	Side
Old Murphy Packing House	Side
Norwalk—Stock chute and Greenings wardhouse	Side
Buena Park—Beet dump	Side
Buena Park—American Fruit Growers house, also low switch stands	Side
West Anaheim:	
Schumacher Warehouse platform	Side
Fence on south side of section quarters	Side
Anaheim Feed and Fuel Co. platform	Side
Anaheim:	
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles	Side
Valentine Fruit Co. packing house	Side
Walnut Growers Association house	Side
Lemon and Orange Growers house	Side
Adams Brower Lbr. Co. cement house	Side
Stanton:	
S. P. telegraph pole at scale	Side
Los Alamitos:	
S. P. platform	Side

Inside fence of Los Alamitos Sugar Company; following are impaired side clearances: one large pole for power wires, two R. W. posts, two iron pipe posts, two posts of telltales warning of overhead impaired clearance, beet dump, dirt fill for incline track, beet chute, one iron pipe post, fence, two 8 x 8 posts.

Following overhead impaired clearances inside of fence of same concern: Wooden framework over track and two buildings over track.

Holly Sugar Co. beet dump	Side
Los Alamitos Sugar Co., track rock bunker and machinery	Side
Los Alamitos Sugar Co., building	Overhead
Los Alamitos Sugar Co., power house	Side
Stock chute	Side
Water Column No. 2, two-inch pipe	Side
Santa Ana:	
Oil pipe at round house	Side
Railing and portion of building off Santa Fe Wye	Side
Chandlers two platforms	Side
California Packing House	Side
Pipe at Chapmans Cement House	Side
Liggetts Warehouse	Side and Overhead
Nutwood—S. P. platform	Side
Stanton Jct.—S. P. telegraph wires	Overhead
Dyer:	
Holly Sugar Co.—East and west gates	Side
Scale house	Overhead and Side
Tin warehouse	Side
Brick sugar house	Side
Pipe on post	Side
Post supporting pipe	Side
Electrical shop and rock pile	Side
Glass Factory, gates	Side
Newport Beach—Wire over wye track	Overhead
Thurin—Wire 500 feet east station	Overhead
Westminster—Beet dump and fence	Side
Tustin—David Hewes Packing House electric wire	Overhead
McPherson:	
Consolidated Rock Co., power house	Side
Consolidated Rock Co., three chutes, five waste water pipes and bridges	Overhead
Consolidated Rock Co. Cement House, car head and two posts	Side

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires and S. P. telegraph wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, Calexico, and tracks 6, 7, Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

Following water tanks are not standard clearance: Piru, Santa Paula, Guasti, Cabazon, Palm Springs, Pomona, Colton, El Casco and Chino.

Following water columns are not standard clearance: Palm Springs, Moorpark, Somis, Oxnard (east column on siding).

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Los Angeles	Dr. G. S. Hall	Assistant Chief Surgeon.
Los Angeles	Dr. M. T. Steele	Assistant Surgeon.
Los Angeles	Dr. R. W. Starr	Assistant Surgeon.
Los Angeles	Dr. E. R. Watts	Assistant Surgeon.
Los Angeles	Dr. A. F. Lineer Dr. Elmer Nelson	Visiting Physicians and Surgeons.
Los Angeles—		
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Eagle Rock	Dr. Marion M. Null	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
Riverside Gardens	Dr. Wm. A. Dashiel	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Dr. E. A. Bryant	Consulting Surgeon.
Los Angeles	Dr. Geo. H. Kress Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	District Surgeon.
Long Beach	Dr. C. H. Woods	Emergency Surgeon.
Long Beach	Dr. E. C. Renfrew	District Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Whittier	Dr. W. H. Stokes	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Buena Park	Dr. A. H. Foster	Emergency Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. D. F. Boyer	Emergency Surgeon.
Santa Ana	Dr. C. D. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball	Assistant District Surgeon.
Newport Beach	Drs. C. Richter and G. M. Grundy	Emergency Surgeons.
Westminster	Dr. R. J. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. D. Reed	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Chino	Dr. C. E. Noggle	Emergency Surgeon.
Ontario	Dr. W. M. Chapman	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. D. B. Williams	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
Riverside	Dr. S. H. Keller	District Surgeon.
Redlands	Dr. E. J. Eytinge	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. Russell M. Gray	District Surgeon.
Indio	Dr. B. G. Morris	Associate District Surgeon.
Calipatria	Dr. John H. Hutton	District Surgeon.
Calipatria	Dr. J. M. Walsh	Associate District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. Eugene LaBaron	District Surgeon.
Brawley	Dr. J. C. Hill	Assistant District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. W. Apple	District Surgeons.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon.
Calexico	Dr. A. L. Rice	Assistant District Surgeon.
Mexicali	Dr. E. D. Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Surgeon.
Yuma	Dr. J. W. Stacey	District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. J. E. Wheat	District Surgeon.
San Fernando	Dr. E. F. Kinne	Assistant District Surgeon and Oculist and Aurist.
Newhall	Dr. C. F. Peters	District Surgeon.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. Raymond T. Francis	Emergency Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	Assistant District Surgeon.
Santa Barbara	Dr. A. B. Steele	Associate District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton and Indio	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard
E— 5	E—69 18/24 69	1383, 1387	165	830	1600	980	2040	460	1200	1130	1750	1600	360	400	950
E—23 E—23	E—73 20/24 101-S E—73 20/24 92	1433 to 1458	190	1150	2190	1350	2780	650	1650	1550	2400	2190	510	570	1510
E—24	E—69 18/26 74	1464 to 1469, 1482	165	910	1720	1070	2100	510	1310	1220	1900	1720	390	440	1010
E—27	E—73 20/26 113-S	1526 to 1540	210	1440	2700	1690	3330	820	2060	1920	3000	2700	640	710	1600
M— 4 M— 4 M— 4	M—63 20/28 126 M—63 20/28 128-S M—63 20/28 135-S	1615 to 1719	190	1610	2920	1870	3380	940	2270	2100	3300	2920	730	820	1730
M— 6 M—6, 8	M—63 21/28 150-S M—63 21/28 159-S	1720 to 1803	200	2000	3610	2320	4160	1190	2800	2590	4050	3610	930	1030	2150
M— 9 M—11	M—63 21/28 150-S M—63 21/28 153-S	1804 to 1822, 1828 to 1831	210	2110	3800	2450	4330	1260	2920	2740	4300	3800	990	1090	2270
T— 3	T—69 20/26 113	2215 to 2219	180	1260	2360	1470	2740	720	1790	1680	2600	2360	550	620	1390
T— 2	T—63 19/24 105	2221 to 2230	160	1000	1890	1180	2310	570	1440	1340	2100	1890	340	490	1120
T— 1	T—63 20/26 112	2235 to 2273	180	1430	2620	1670	3080	840	2000	1850	2900	2620	660	730	1560
T—25	T—69 20/28 134	2275 to 2277	200	1530	2840	1790	3430	880	2180	2030	3200	2840	680	760	1690
T—26	T—69 21/28 152-S	2283 to 2300	200	1780	3280	2070	3900	1040	2510	2340	3650	3280	820	910	1960
T—23	T—63 21/28 148-S	2301 to 2310	210	2120	3810	2460	4400	1260	2960	2730	4300	3810	990	1100	2280
T—28, 31	T—63 22/28 162-S	2311 to 2362	210	2310	4160	2680	4800	1370	3240	3000	4700	4160	1080	1190	2480
T—32	T—69 23/28 174-S	2363 to 2370, 2372 to 2384	210	2300	4190	2670	5040	1360	3200	2980	4650	4190	1080	1200	2530
P—1, 3, 5	P—77 22/28 141-S	2400 to 2452	210	1790	3350	2100	4080	1020	2560	2380	3750	3350	800	890	1980
P— 4	P—77 23/28 155/B,58-SF	2400 to 2437	210	2050	3800	2400	4350	1150	3050	2850	4300	3800	900	1000	2250
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	4170	2620	5110	1310	3190	2980	4650	4170	1030	1140	2490
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	4430	2800	5430	1410	3400	3180	4950	4430	1120	1240	2660
P—10	P—73 25/30 181-SF	2478 to 2483	200	2530	4640	3010	5440	1440	3600	3300	5200	4640	1110	1240	2750
P—10	P—73 25/30 183-B,63-SF	2484 to 2491	200	2620	4840	3130	5760	1480	3930	3600	5400	4840	1120	1270	2860
P—12	P—73 27/28 189-SF	3120 to 3129	190	2600	4850	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
C—9, 10 C—9, 10 C— 8 C— 5 C— 5	C—57 22/30 200-SF C—57 22/30 194-S C—57 22/30 192-S C—57 22/30 187-S C—57 22/30 185-S	2513 to 2599, 2750, 2752 to 2860 2698 to 2749, 2751 2624 to 2679 2680 to 2693	210	2560	4590	2960	5220	1530	3590	3300	5200	4590	1200	1320	2720
C— 5 C— 5	C—57 22/30 180 C—57 22/30 178	2624 to 2679 2680 to 2693	200	2290	4120	2650	4660	1370	3190	2950	4600	4120	1070	1180	2430
F— 1	F—63 27½/32 273-S	3600 to 3652	200	3750	7750	4340	7610	2250	5260	4840	7600	6700	1760	1950	3980
F—4, 5 F— 5	F—63 29½/32 306-B,61-SF F—63 29½/32 306-B,62-SF	3668 to 3763 3764 to 3768	200	4530	8850	5370	8000	2700	6590	6050	11000	8000	2130	2330	4790
Mt—1,3,4,5	Mt—73 28/30 246-B,60-SF	4300 to 4376	210	3530	6490	4120	7270	2070	5240	4870	8800	6490	1620	1800	3840
SP— 1 SP—2, 3	SP—63 $\frac{25}{28-32}$ 316-B,60-SF SP—63 $\frac{25}{28-32}$ 317-B,61-SF	5000 to 5015 5016 to 5048	225	5200	10500	6200	9000	2900	7400	6950	9000	9000	2450	2700	5500
AC—1, 2, 3	AC—57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	5350	9950	6000	8000	3000	7450	6900	11900	8000	2550	2800	5550
AC— 4 AC— 5	AC—63 $\frac{24-24}{32}$ 475-SF AC—63 $\frac{24-24}{32}$ 483-SF	4100 to 4125	235	6750	13900	7800	12000	4000	9450	8700	16500	12000	3200	3500	7150
		Allowance for Empty and Underloaded Cars: Less than 40 Ms		3	3	3	3	3	6	6	6	6	3	3	6
		40 Ms to 50 Ms		0	0	0	0	0	3	3	3	3	0	0	3
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0	0

Note: Ratings of through trains East will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.			282.54	
Santa Barbara to Burbank	S. P. R. R.			93.45	
Inter-California Ry.	I. C. Ry.	Niland to Calexico		41.70	
		Cantu to Araz Jct.		2.71	
Total Main Lines					420.40

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		20.74	
Chino	S. P. R. R.	Pomona to Ontario		9.86	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville	S. P. R. R.	South Fontana to Declezville		2.55	
Duarte	S. P. R. R.	Alhambra to Rivas		13.96	
Laguna	S. P. R. R.	Colorado to Potholes		12.28	
Long Beach	S. P. R. R.	Thenard to Long Beach		2.81	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.23	
Newport	S. P. R. R.	Santa Ana to Stanton Jct.	25.00		
	P. E. Ry.	At Gamewell	.94	25.94	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16	
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.76	
Redlands	S. P. R. R.	Bryn Mawr to Greenspot		8.94	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.89	
Sandia	I. C. Ry.	Calipatria to Near Holtville	27.46		
	H. I. Ry.	Near Holtville to El Centro	9.73	37.19	
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin	26.05		
	L.A.& S.L.R.R.	At Los Angeles	7.30		
	P. E. Ry.	At San Pedro	.03	33.38	
Santa Ana	S. P. R. R.	Firestone Park to Santa Ana		31.38	
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42	
Tustin	S. P. R. R.	Tustin Junction to Tustin		10.64	
Westmorland	I. C. Ry.	Calipatria to Westmorland		12.79	
Whittier	S. P. R. R.	Studebaker to Whittier		5.91	
Total Branches					333.23
Total Los Angeles Division					753.63

TRAINMASTERS

E. J. KELLUM..............Los Angeles Yard
C. L. ZWICK..............Los Angeles Yard
B. W. MITCHELL..............Indio

CHIEF TRAIN DISPATCHER

J. A. DAY..............Los Angeles

ROAD FOREMAN OF ENGINES

FRANK La FOND..............Los Angeles

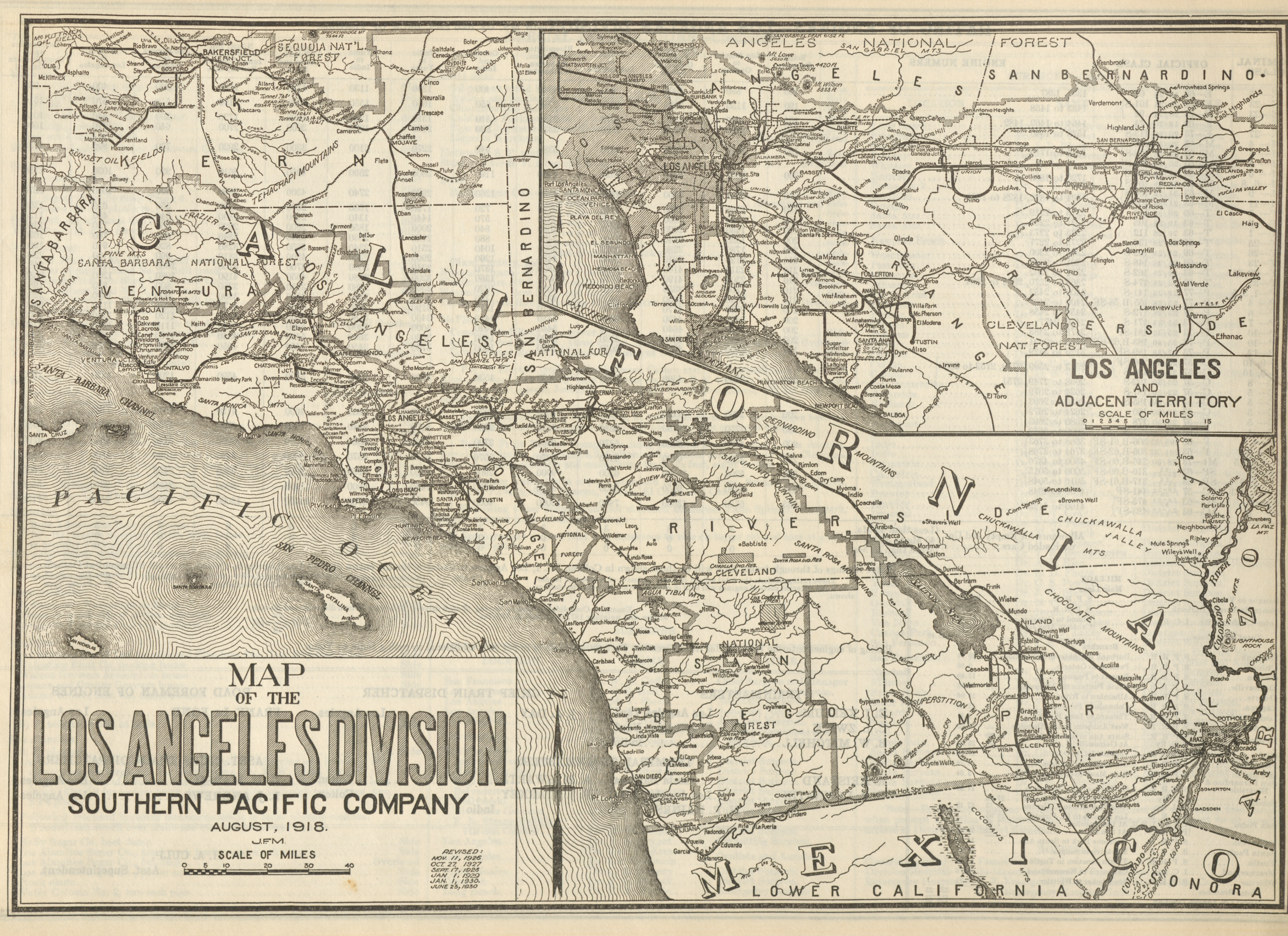
TERMINAL TRAINMASTERS

R. HEISTAND..............Santa Barbara
G. E. DONNATIN..............Los Angeles Yard
A. M. SWARTZ..............Colton
F. J. STARKEY..............Colton
H. R. HAINES..............Indio

ASST. CHIEF TRAIN DISPATCHERS

G. H. MARSH..............Los Angeles
L. J. ANDREWS..............Los Angeles

H. A. CULP,
Asst. Superintendent.



CALIFORNIA
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L. FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHOCOLATE MOUNTAINS
CHUCKAWALLA MTS.
CHUCKAWALLA VALLEY
SUPERSTITION MT.
SUNSET OIL FIELDS
McKITTRICK OIL FIELDS
SALTON SEA
COLORADO RIVER
BAKERSFIELD
MOJAVE
LANCASTER
SAUGUS
SANTA BARBARA
VENTURA JCT.
OXNARD
LOS ANGELES
PASADENA
SAN FERNANDO
BURBANK
COLTON
SAN BERNARDINO
RIVERSIDE
REDLANDS
POMONA
ANAHEIM
SANTA ANA
FULLERTON
WHITTIER
LONG BEACH
SAN PEDRO
WILMINGTON
SANTA MONICA
REDONDO BEACH
NEWPORT BEACH
HUNTINGTON BEACH
SAN DIEGO
ESCONDIDO
INDIO
MECCA
NILAND
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO
MEXICALI
YUMA
BLYTHE
TIJUANA
SANTA CATALINA
SANTA CRUZ
SAN NICOLAS
SANTA BARBARA

LOS ANGELES AND ADJACENT TERRITORY

SCALE OF MILES

0 1 2 3 4 5 10 15

MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

REVISED:
NOV. 11, 1926
OCT. 27, 1927
SEPT. 17, 1928
JAN 1, 1929
JAN. 1, 1930
JUNE 25, 1930